"All the News That's Fit to Print."

The New York Times.

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THE WEATHER.
Fair, with fresh northerly winds.

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TO-DAY:
TEN PAGES,
WITH FINANCIAL REVIEW AND QUOTATION SUPPLEMENT.

THE NEWS CONDENSED.

Cash wheat, No. 2 red, 75⅝c; cash corn, No. 2 mixed, 37½c; cash cotton, 6⅛c.

FOREIGN.—It has been definitely announced at Rennes, France, that the trial of Capt. Dreyfus will begin early this morning. The arrival of ex-President Casimir-Perier at Rennes yesterday was the most notable incident of the day. Crowds met him at the railroad station and cheered him as he walked along the streets to his hotel. Gens. Toral and Pareja, the Spanish officers who were arraigned before a court-martial charged with having surrendered Santiago before exhausting their resources for defense, have both been acquitted on the ground that they acted under orders from their superiors. Several thunderstorms have occurred in Paris, in which the Eiffel tower was struck ten times by lightning and several buildings damaged. Admiral Dewey, to whom a banquet was given at Naples, is quoted as saying that he finds that there is no ill-feeling toward Americans in Europe growing out of the conflict with Spain. Gen. Jiminez has not left Havana to take command of the insurgents in Santo Domingo, as has been reported. The Transvaal outlook is brighter, President Krüger having sent word to British authorities that he is willing to discuss any reasonable plan of settlement of their differences.—Pages 1 and 7.

Page 1.

Benjamin H. Snell, a special examiner in the Pension Office at Washington, murdered yesterday a young girl who had repulsed his attentions.

Plans have been completed for the organization of the Monongahela River Consolidated Coal and Coke Company, which is to control the output of the Pittsburg coal district.

Page 2.

Mr. Platt yesterday openly repudiated responsibility for the words or acts of Frank Moss, counsel to the Mazet Committee.

Taxpayers in the Borough of Queens have instituted a general fight in the courts against the payment of their taxes, which they say amount practically to confiscation.

John C. Sheehan has issued a fresh statement, by proxy, in which he charges conspiracy in Mr. Croker's interest at the time of his deposition as leader of Tammany Hall, and attacks Mayor Van Wyck for alleged breach of faith.

Page 4.

The preliminary struggle in the Central Federated Union over the labor political conference points to a lively session. A Committee on Credentials was appointed

United States Senator William E. Chandler said that the Boston and Maine Railroad probably would be absorbed by either the New York Central or the Canadian Pacific, and predicted that the railroad consolidations now going on would prove injurious to the interests of the public.

Page 5.

Four persons were injured in a collision between two trolley cars at Malbone Street and Franklin Avenue, Brooklyn, last night.

Lizzie Grannan, seventeen years old, the daughter of a Brooklyn motorman, had a narrow escape yesterday from being shocked to death by a broken trolley wire.

Seven-year-old Gracie McDonald of 295 Fifth Avenue, Brooklyn, was run down and fatally hurt by a trolley car yesterday in front of her home. Both her legs were cut off.

Page 8.

Important discoveries of iron ore have been made in Minnesota. A plan is on foot to use the product of the Lake Superior range to build up an export trade in steel.

The President yesterday attended church at Plattsburg. To-day he will witness the yacht races on Lake Champlain, and to-morrow Secretary Root will visit him. Premier Laurier of Canada will not visit the Hotel Champlain while the President is there.

Page 10.

Joseph Finnegan, twenty years old, of 415 Pleasant Avenue, yesterday saved the fifth life this season.

Four persons were injured, one probably fatally, yesterday at a fire in the five-story tenement 140 and 142 Second Street.

The Young Men's Maronite Association of this city yesterday celebrated the twenty-fifth anniversary of the consecration to the priesthood of their pastor, Mgr. Peter Korkemas. A cablegram was received from Cardinal Rampolla and a letter from Archbishop Corrigan.

NEW POLIOMYELITIS CASES.

Poughkeepsie's Mysterious Disease Attacks Older Child—May Spread—An Old Case in Brooklyn.

Special to The New York Times.

POUGHKEEPSIE, N. Y., Aug. 6.—Another case of infantile paralysis developed to-day, and for the first time since the epidemic began the patient was more than five years of age. Patrick Fitzpatrick of Union Street called Dr. Sheedy to atend his seven-year-old daughter, and upon examination the doctor found that she is suffering from a pronounced attack of poliomyelitis. The child first became ill Friday, but no physician was called then, and she appeared to improve. Saturday night she complained of pains in her leg, and Dr. Sheedy to-day found all the symptoms of infantile paralysis present.

The water supply of Poughkeepsie is derived from the Hudson River, and the theory is advanced that the epidemic may be caused by unhealthful substances in the water. As against this is the record of thirty years' use of the water with safety and scores of analyses from prominent chemists pronouncing the water good. Attention is also called to the fact that the disease is not confined to Poughkeepsie. Yesterday cases were reported in Highland and Red Hook, and to-day a case developed in Wappinger's Falls. Dr. Lane says that two children in the family of John Duncan, at Briggs Station, twelve miles east of this city, were stricken with the disease four weeks ago, and one of them, a girl, died from it. In response to direct questions, two-thirds of the city physicians to-day dismissed the water theory as untenable.

A Brooklyn man named Philip R. Jones of 25 Strong Place wrote to Dr. Sheedy that his son was afflicted with infantile paralysis nearly a year ago, and that he took him on a long sea voyage, which proved to be of more value to him than any of the specifics prescribed.

YELLOW FEVER SITUATION.

Reported Satisfactory—No New Cases and No Deaths Yesterday.

WASHINGTON, Aug. 6.—All reports received by Surgeon General Wyman of the Marine Hospital Service to-day indicate that the yellow fever situation at the Soldiers' Home and the conditions in the localities thereabout continue satisfactory. The measures adopted by the Government to prevent the spread of the disease are working admirably.

There were no new cases and no deaths at the home to-day, according to a dispatch from Gov. Woodfin.

Surgeon White, who is in charge of the Marine Hospital Service at Hampton City, reports that he talked with all the doctors there last night, and that no suspicious cases were reported; also that a house-to-house inspection at Phoebus, which immediately adjoins the Soldiers' Home, revealed no new suspects. A steam launch, with ten men, sent by Admiral Farquhar, has been added to the patrol fleet. Two disinfectors, Messrs. Hope and Massie, have left New Orleans for Hampton to work there. There are eighteen persons at the detention camp at Craney Island, five of whom were received yesterday.

No New Cases in Santiago.

SANTIAGO, Aug. 6.—No new cases of yellow fever were officially reported to-day.

CAR FALLS AND 36 ARE KILLED

Disaster on a New Trolley Line Near Bridgeport.

ON AN UNGUARDED BRIDGE

Wheels Leave the Rails and the Car Dives into a Pond.

RUSH DOWN A GRADE.

Catastrophe Comes Suddenly and All But Two on Board Meet Death or Injury.

BRIDGEPORT, Conn., Aug. 6.—The greatest catastrophe recorded in Connecticut for nearly half a century occurred shortly before 4 o'clock this afternoon on the Stratford extension of the Shelton Street Railway, when a loaded car went off the trestle over Peck's Mill Pond, at Oronoque, about six miles north of Bridgeport, and sank in the flats forty feet below. Thus far thirty-six persons are known to be dead, and several others are injured. Only two persons are known to have escaped unharmed. It is believed that there were nearly fifty passengers on the car, but the indicator was removed by a conductor of another car and spirited away, so that at present it is impossible to ascertain the exact number.

The scene of the accident is midway between Shelton and Bridgeport. The car was north-bound, running toward Shelton. It was in charge of Conductor John Carroll of Bridgeport, who is among the killed, and Motorman Hamilton of Bridgeport. The latter escaped by jumping.

The trestle is 440 feet long and constructed of iron, with stone foundations. It is not protected by any guard rails. South of the trestle is quite an incline, down which the car ran at a rapid rate. After it had run about ten feet on the trestle the trucks left the rails. The car continued on the ties for about seventy-five feet, when it bounded off the trestle and dropped into the pond below, overturning completely, and striking on one end. When the car struck, the motor, which weighs four tons, and the heavy trucks crushed into it, instantly killing many of the passengers.

William Kelley of Bridgeport, who was in company with Miss Margaret Farrell, escaped death by jumping from the car, as he felt it swaying, to the flats below. Soon afterward the car toppled over. He sustained a severe shock, but was otherwise uninjured. He said to-night that the car was running unusually fast, but was swaying considerably when it struck the trestle, and he realized the danger, and knew his only safety was in jumping.

George Willis, Superintendent of the R. N. Bassett Company of Shelton, was on the highway not more than 100 feet from the scene, and witnessed the car toppling over. He said that there was one unearthly shriek as it went down, and after that, silence.

The accident was witnessed by Miss Frances Peck, who resides about 400 feet from the bridge. She was up stairs at her home when the car passed, and she asserts that it was running at an unusually high rate of speed. Frank Cranney, who was bathing near the bridge, says that the passengers were all singing when the car passed him.

RESCUERS REACH THE SCENE.

Drs. J. C. Lynch, R. W. Ivers, and J. M. Johnson of Bridgeport, who were passengers on a car a short distance behind, were quickly on the scene, and rendered all possible assistance to the injured persons. Word was sent to Bridgeport, and three ambulances and a police wagon were hurried to the scene, in which wounded passengers were taken to the Bridgeport General Hospital. Several other conveyances were pressed into this service. Medical Examiner Coggswell of Stratford improvised a morgue in the main room of the Town Hall at that place, and in a very short time twenty-three bodies were laid out, awaiting identification.

Undertaker Curtis of Stratford was notified almost immediately after the accident, and he utilized all sorts of conveyances to carry the bodies to the improvised morgue. Nearly the entire medical force of Bridgeport responded to telephone calls sent in, but when the doctors arrived they were able to render but little assistance, as so few of the passengers escaped instant death. The car, after falling, soon settled over on its side, and there was little difficulty in removing the bodies of the dead or in assisting the wounded. A camping party, which included Clifford Calverty, the rope walker, was in the vicinity, and its members rendered considerable assistance to the survivors.

The scene about the wrecked car was one of horror and seemed to stun all the early ones who appeared on the scene to render assistance. Fortunately the passengers who were not killed instantly were rendered unconscious, so that few of the gruesome scenes connected with most disasters were presented. All of the persons killed sustained fractured skulls.

The Stratford Town Hall, where the bodies were taken, was soon besieged by more than 1,000 persons, some of whom had relatives or friends among the dead, and three Deputy Sheriffs had considerable difficulty in handling the crowd of weeping women and anxious men. All the bodies of the Bridgeport dead and the few unidentified were brought to the Morgue at Bridgeport late to-night.

THE DEAD AND INJURED.

The identified dead are:

BANKS, S., Shelton.

BRADLEY, ELIAS E., Selectman, and wife, Milford.

BLEW, FRANK, Mrs., two children; boy, aged three; girl, five; Stratford.

BRENNAN, Mrs. PATRICK, aged fifty, Bridgeport.

CARROLL, JOHN, conductor, Bridgeport.

COGSWELL, HENRY C., Bridgeport, aged sixty; employe of New York, New Haven and Hartford Railroad; member of the Board of Education.

COTTER, WILLIAM, aged twenty-five, Bridgeport; identification not positive.

DORUSE, IRVING, aged twenty-three, Bridgeport.

GALVIN, DANIEL, Ansonia.

GALVIN, JOHN, aged twenty-two, Ansonia.

HOTCHKISS, JOSEPH, Bridgeport; engineer Fire Department.

HARVEY, WILLIAM H., aged thirty-seven, and wife, Bridgeport.

HOLMES, Mrs. ARTHUR, Bridgeport.

KELLY, WILLIAM, Bridgeport; sprained arm.

KRAFT, FRANK, aged twenty-five, Bridgeport.

LANTHEAR, WINTON, motorman Bridgeport Traction Company.

McDONALD, Mrs., Bridgeport.

McNALLY, THOMAS, aged thirty, Bridgeport; identification not positive.

McCULLOUGH, WILLIAM, Stratford.

McDERMOTT, PATRICK, aged fifty, Bridgeport.

OSBORN, WILLIAM, Stratford.

PITT, ALFRED, aged twenty-two, Bridgeport.

RUGG, Mrs. J. H., Stratford.

RING, PETER, aged twenty-eight, Bridgeport.

TOOMEY, BESSIE, aged twenty-two, Bridgeport.

WELLS, ORLANDO B., aged sixty-three; shoemaker.

The seriously injured persons at the Bridgeport Hospital are:

BRENNAN, MARGARET; scalp wound.

DELANEY, CHARLES, New York, stock broker; injured internally.

FARRELL, MARGARET, right leg amputated above knee; will probably die.

HOLMES, ARTHUR, Bridgeport; contusion about body, left leg crushed.

HILLEROUS, FRED; scalp wound, bruised about body.

HAMILTON, GEORGE; scalp wound; injury to leg.

KRATT, FRANK, Bridgeport; injuries about head and back.

OLBIN, MATTHEW; scalp wound, cut and bruised.

PITT, Mrs. SIDNEY A., Bridgeport; right leg fractured.

RUGG, MABEL, aged five; arm broken.

CAUSE OF THE ACCIDENT.

The road, which is practically controlled by the Bridgeport Traction Company, was opened for traffic last Thursday. President Andrew Radell was in Derby when he received news of the catastrophe, and he immediately drove to the scene. He was completely prostrated when he saw the extent of the disaster.

The cause of the accident probably will not be known until after Coroner Doten conducts an investigation. Motorman Hamilton, who escaped death, is suffering from such a severe shock that it was impossible to learn anything from him to-night. President Radell said that it was impossible for him to account for the accident. Immediately after his arrival at the scene he made a thorough inspection of the tracks on the trestle, and he could see nothing wrong. The cars were running over the trestle as usual soon afterward. He denied that the cars were being run at a high rate of speed, and asserted that every possible precaution had been taken to prevent such an occurrence. Seven inspectors had been put on to watch the running of the cars over the trestle, he said, and a time allowance of half an hour had been made and extra cars put on to provide for this.

One theory advanced is that faulty construction was responsible for the accident. At the point where the cars leave the road for the trestle it is alleged that the rails had sunk a little, and though the forward trucks took the rails all right, the rear trucks did not connect, and jumped the track, which caused the forward trucks also to leave the iron. It is the belief that if proper guard rails had been placed on the trestle the car would have been prevented from toppling over. The conductors and motormen have been ordered to run the cars to-night not faster than four miles an hour.

Upward of 6,000 people visited the scene of the catastrophe this evening, and pickpockets took advantage of the crowd to secure considerable booty.

AN INTERVIEW WITH DEWEY.

The Admiral Says He Has Been Received with Perfect Cordiality in Europe.

LONDON, Aug. 7.—The Naples correspondent of The Daily Mail telegraphs the substance of an interview with Admiral Dewey, who is represented as having said:

"I was given to understand that the American victories over Spain had excited ill-feeling against us in Europe; but, so far as I am concerned, the reception given me could not have been more flattering.

"It will give me pleasure to say this when I return to America; and I shall be happy to do what I can to dissipate any American prejudices against Europe excited by criticisms on American civilization."

Admiral Dewey, according to The Daily Mail's correspondent, declined to talk regarding the Philippines, but the correspondent asserts that he has the best reason to know that "Admiral Dewey does not share the pessimistic views of some Americans about the possibility of subjugating the insurgents."

BANQUET AT NAPLES TO DEWEY.

Secretary Iddings of the United States Italian Embassy the Host.

NAPLES, Aug. 6.—Lewis M. Iddings, Secretary of the United States Embassy, and Mrs. Iddings, who arrived here yesterday from Rome for the purpose of welcoming Admiral Dewey, gave a banquet this evening in his honor at the Hotel Royal. The room was richly decorated with flowers and hung with American and Italian flags.

The eighteen guests included Lieut. Gen. G. Bogliolio of the Twentieth (Salerne) Military Division, Vice Admiral Gonzales, Commandant in Chief of the Naples Maritime Department; the Prefect of Police of Naples, Capt. Benjamin P. Lamberton and four officers of the Olympia, R. C. Parson, Second Secretary of the Embassy; H. de Castro, United States Consul General at Rome; A. H. Byington, United States Consul at Naples; Charles M. Caughy, United States Consul at Messina, and Dr. Hassler.

Mr. Iddings sent during Humbert, President McKinley, and Admiral Dewey. There were no set speeches.

A COLLECTOR UNDER CHARGES.

Case of C. E. Sapp of the Louisville District Is Investigated.

Special to The New York Times.

LOUISVILLE, Ky., Aug. 6.—Within a few weeks this district may have another Collector of Internal Revenue. Charges made against C. E. Sapp, the present Collector, to the effect that he had used his position to influence the political actions of his subordinates and had been mixed up in a movement to collect money for political purposes, have been investigated. Prof. Procter, President of the Civil Service Commission to-day saw Secretary Gage, and with him went over the brief and portions of the testimony obtained at the investigation.

It is understood that the commission has a strong case against him, but Mr. Sapp denies the charges in toto, and claims that they were trumped up against him by his political enemies.

PITTSBURG COAL COMBINATION.

PITTSBURG, Aug. 6.—Whitney and Stephenson, who have been financiering the big river coal combination which is to be known as the Monongahela River Consolidated Coal and Coke Company, have completed the allotment of stock according to subscriptions received. The stock was oversubscribed by $1,250,000. The first payment by stockholders on par preferred stock is payable at the Union Trust Company's offices, this city, on Aug. 21. The remaining 90 per cent. is payable on Sept. 21. All properties will be finally transferred on Oct. 1.

The securities of the new company will consist of $10,000,000 of preferred stock, on which 7 per cent. dividends will be paid; $20,000,000 of common stock, and $10,000,000 of fifty-year bonds bearing 6 per cent. interest. After the first payment on the subscriptions has been made, officers will be elected. It is considered certain that John B. Finley will be chosen President.

The concern will take in 96 of the 102 working coal mines along the Monongahela River, and 44 transportation companies, owning practically all of the coal craft carrying Pittsburg coal between Brownsville and New Orleans, including 200 steamers and 4,000 coal boats and barges. All the coal elevators and yards where Pittsburg district coal is handled will also be absorbed. These elevators are located at New Orleans, Baton Rouge, Vicksburg, Memphis, Louisville, and Cincinnati.

TWO MOONSHINERS RAIDED.

Sold Whisky to Soldiers at Chickamauga During the War.

CHATTANOOGA, Tenn., Aug. 6.—United States revenue officers last night raided two illicit distilleries operated within three miles of Chickamauga Park.

Both establishments did a "land-office business" last year in supplying whisky to soldiers at Chickamauga Park, and defied arrest, the soldiers aiding the moonshiners in keeping the officers off the track. Both stills were in active operation when raided.

CHILD MANGLED BY CANNON.

Premature Discharge of a Yacht's Gun Injures the Daughter of a Prominent New Orleans Man.

Special to The New York Times.

NEW ORLEANS, La., Aug. 6.—By the premature discharge of a small cannon yesterday on board the Celeste at Bay St. Louis, Miss., the nine-year-old daughter of Charles Janvier, President of the Sun Mutual Insurance Company of New Orleans, was badly mangled. The child was brought to New Orleans and placed in a sanitarium for treatment.

Mr. Janvier has a Summer home at Bay St. Louis, on the Mississippi coast. About noon he and the members of his family boarded his yacht to sail over to Pass Christian to attend a regatta. Just before starting Mr. Janvier's son, a lad fifteen years old, went forward to fire a signal from the yacht's cannon. Little Carmelite accompanied her brother. She stood in front of the cannon's mouth to watch the loading.

The boy placed the charge and rammed it home. There was a terrific explosion, and when the smoke lifted the child, bleeding and torn, was found lying on the deck some feet away. Somebody had already loaded the cannon, and the blow of the ramrod fired the cap.

The injuries sustained by the child are not likely to prove fatal. Her face is badly lacerated, one cheek is torn away, and the jawbone is fractured. The doctors hope to save the sight of one of the eyes.

BRYAN GOING TO KENTUCKY.

He Will Make Speeches in Favor of Goebel, the Democratic Candidate for Governor.

CHICAGO, Aug. 6.—William Jennings Bryan passed through Chicago to-day from Wisconsin to Iowa. He was asked:

"Are you going into Kentucky during the campaign in that State?"

"I am," he replied.

"Are you going to speak for Goebel?"

"I am."

"And why?"

"I do not care to discuss that point."

Further than this Col. Bryan refused to talk about the Kentucky situation.

TO ORGANIZE AGAINST GOEBEL.

Kentucky Democrats Who Oppose Regular Ticket Aggressive.

Special to The New York Times.

LEXINGTON, Ky., Aug. 6.—The split in the Democratic Party is growing so rapidly that it is now deemed necessary to form a complete organization of anti-Goebel men, and yesterday the first steps were taken. The Fayette County Democrats opposed to the election of William Goebel, the head of the Democratic ticket, met here and made preparations for the coming State Convention on Aug. 16. They also rented rooms in which to begin the work of organizing the city and county Democrats opposed to Goebel.

It is expected that there will be 1,500 delegates to the convention, and preparations are being made to entertain them. The convention will take place in Woodland Park Auditorium, where the last State Republican Convention was held. After the convention there will be an old-time Kentucky love feast when many noted Democrats will speak.

It is proposed now to select the delegates to the convention in the regular way, and to have a perfect organization in every county and every precinct. It was reported to-day that the office-holding class of Goebel followers had made an attempt to have him withdraw, but his friends here deny this. They say he is safe by a large majority, that Mr. Bryan has pledged his support, and that the opposition being largely made up of Bryan men, will finally give up the fight.

KOFSKY KILLED BY BLINSKY.

Murdered in Haverstraw Because of Old Quarrel in Austria.

Special to The New York Times.

HAVERSTRAW, N. Y., Aug. 6.—John Kofsky, a Hungarian, was stabbed and instantly killed here last night, and Thomas and Michael Blinsky are under arrest charged with his murder. Friends of Kofsky say that the murder is the result of a family quarrel which occurred in Austria many years ago, as a result of which there has been a bitter feeling between the members of both families ever since.

Kofsky arrived in this country about two years ago, and came direct to Haverstraw. He went to work in the brick yards, and it is said that the Blinskys, who came here this season, learning where Kofsky was, procured work in the same locality. Last night the Blinsky brothers were in a saloon drinking with several friends when Kofsky came in, drank a glass of beer, and left. He was followed by the two brothers, and a few moments afterward his dead body, stabbed to the heart, was found in the swamp opposite. The friends of the Blinskys who were in the saloon with them at the time knew of the bad blood between the families, and had followed them out, expecting trouble, but they were too late to prevent the murder.

ATLANTIC CITY'S BIGGEST DAY.

Extra Trains Run to Carry the Crowds—Slight Accident to One.

ATLANTIC CITY, N. J., Aug. 6.—There was a bigger crowd her to-day than on any other day in the history of the city. Every train had extra cars on, and was in two to four sections. Extras were run at intervals to bring down the crowd, and to-night trains are leaving every few minutes. The board walk and the hotels and show places were crowded all day.

There was considerable excitement this evening when rumors of a big accident on the railroad spread through the crowd. A train on the Pennsylvania Railroad, consisting of fifteen cars, broke in two, it seems, at Atlantic Avenue, and two of the cars were derailed. No person was injured beyond a slight shaking up.

CHICAGO'S TAXABLE VALUES.

Decrease of $10,000,000 Caused by Elevated Loop Offset in Suburbs.

Special to The New York Times.

CHICAGO, Aug. 6.—The construction and operation of the Union Elevated Railroad loop has caused a decrease of from $5,000,000 to $10,000,000 in the valuation of real estate facing the tracks, according to a statement made by the Board of Assesors. Furthermore, the extension of street railway lines and the provisions made for the handling of larger traffic is given as one of the things which will lower the values of land lying between Division Street, on the north, and Twenty-second Street, on the south, and in the territory lying between the river and Halstead Street.

Real estate under the new tax law will show fluctuations which have been entirely absent from the valuations placed upon personal property in the County of Cook. The total figures on land values in the City of Chicago will show no skyrocket averages above the returns of last year, when the aggregate valuation was $178,801,173. Increases to offset the deductions arising from the causes mentioned will come from the suburbs and the real estate lying within the union loop's circuit, but not subject to the rattle of the trains.

Convict Griswold Dies at Joliet.

JOLIET, Ill., Aug. 6.—Harry C. Griswold, aged thirty-two, a life convict in the penitentiary, died to-day of consumption. His death recalls the great railway trouble of 1894 and the shooting of a detective in Chicago during the strike. Griswold was from a wealthy Brooklyn (N. Y.) family. Griswold was arrested and convicted of the crime, and received a life sentence in the penitentiary here. Griswold's parents have been working for a pardon, which was to be granted this week.

Fishing Is of the Best.

At beautiful Hopatcong, 42 miles from New York, charming scenery, fine boating, best hotels. No mosquitoes. Lackawanna Railroad, 429 Broadway. —Adv.

TWENTY DROWNED NEAR BAR HARBOR

Two Hundred Excursionists Fell in a Mass into the Water.

FERRY GANGPLANK GAVE WAY

The Victims, Shut in on All Sides, Had No Avenue of Escape.

Clutched One Another and Sank in Groups Before the Work of Rescue Could Be Begun.

BAR HARBOR, Me., Aug. 6.—At least twenty persons were drowned to-day at Mount Desert Ferry, eight miles from here, by the breaking of a gangplank on which they were walking from the wharf to a steamer which was to have conveyed them to this place. They were members of an excursion party from Bangor and other points on the line of the Maine Central Railroad.

Two hundred or more persons, rushing from the train to the boat, were plunged into the water. Penned in on three sides by the piling of the wharf, and on the fourth by the boat, they fought for a few minutes, while 100 or more excursionists, stupefied, and failing at first to realize the enormity of the tragedy they were witnessing, looked down from the wharf above.

The Maine Central Railroad to-day ran excursions to Bar Harbor from all sections of its line in Maine, the attraction being the warships, which were expected here. All the forenoon long trains packed with excursionists were rushing over the line. The train which left Bangor at 8:25 A. M. consisted of twelve cars, all of which were jammed with people. At Mount Desert Ferry—the terminus of the line—the train is left for an eight-mile trip by water to Bar Harbor. The trains run out upon the wharf, and it is but a few steps from the train to the boat. The wharf is owned by the Maine Central Railroad, and the boat is a part of its system.

A wooden gangplank forty feet long and ten feet wide was used to-day to transfer the excursionists from the wharf to the boat. The gangplank was hinged at the inner end, the outer end being supported by chains, by means of which it was raised or lowered, to suit the tide. The wharf extended on both sides flush with the end of the gangplank. Five timbers, four by twelve inches, set vertically, ran the length of the gangplang, and these were crossed by two-inch planking. It is said that there was no support for the structure between the hinges and the outer end.

THE GANG PLANK BREAKS.

When the excursion train from Bangor arrived at the ferry there was a rush for the steamer Sappho. The first few passengers crossed the gangplank safely, and it is estimated that more than 200 persons were massed upon it when suddenly it gave way beneath them. The long timbers supporting the plank had broken in the middle. The hinges held up one end and the chains the other, while the broken ends of the gangplank dropped, and a struggling, screaming mass of humanity was plunged into the water, fifteen feet below the wharf.

A few persons clung to the inclined sides of the plank, but at least a dozen were struggling in the water. The piling of the wharf cut them off from escape on three sides, and the boat lying at the wharf closed the outer end of the opening. After the first moment of stupefaction the work of rescue began. Ropes and life preservers were thrown to the dead, but in the panic the people in the water clutched one another, and many sank thus in groups in a death grapple. Many persons taken from the water were unconscious, and were revived with difficulty.

The dreadful nature of the accident was not comprehended for at least a minute by those who were on the boat or the train, although the scene changed instantly from one of holiday gayety to a death struggle. The drop between the solid wharf and the steamer, which was high in the water, was so precipitous that those who were on the wharf's edge surging forward to the gang plank, pressed on over the brink into the water. Some of those whose bodies were afterward recovered, died quickly, for they were borne beneath the waves by the weight of the living, who fell after them, and who madly struggled to reach life preservers and lines thrown to them from both wharf and steamer.

PANIC AMONG SURVIVORS.

Eye-witnesses differ in their estimates of the number of people who were carried down when the plank broke. Most of those who fell into the water last were pulled out by main force, but not a few were rescued by the boats which were manned immediately. But boats could not be handled to advantage in the little space between the steamer and the wharf, and in five minutes no living thing was seen on the surface. Those were moments fraught with wild excitement on land, for each excursionist was rushing in, and among his or her neighbors in quest of relatives and friends.

In the hurry and bustle of alighting from the train, husbands and wives, parents and children had become separated, and that separation at that moment meant heart-breaking suspense. Mrs. Estey, one of the victims, was one of those who, while only apart from her husband a few feet, lost her life, while Mr. Estey was saved, although thrown into the water.

The steamer Cymbria went from Bar Harbor with four physicians as soon as news of the disaster was received, and a special train was hurried from Bangor with physicians and nurses. President Wilson of the Maine Central Railroad, was near at hand when the accident occurred, and he gave orders to expend the utmost exertion in relieving the distress of the survivors. Many persons had been injured in the struggle on the edge of the wharf and in the water, and such of these as needed immediate attention were taken to the Hotel Bluffs, near the station and waited upon by the physicians.

The persons injured are not as numerous as those who suffered from shock and exposure due to the immersion in the icy water. Of these several were reported to-night to be in a critical state. Miss Sweeney of Bangor was taken to the Hotel Bluffs suffering from pneumonia. George Spaulding of Orono is also at the Bluffs, and may not recover. Mrs. George Brooks of Ellsworth will recover, although her case was once pronounced hopeless.

THE CASUALTY LIST.

The freight house at the ferry was turned into a morgue, the bodies being removed there for identification as fast as taken from the water. By noon seventeen had been recovered. Three other persons were taken on board the Sappho and died on the way to Bar Harbor. The positive identifications are as follows:

MURRAY, Mrs. WILLIAM, Brewer.

BRIDGES, IRVING, West Hancock.

COLSON, ALBERT, Levant.

OAKES, Mrs. ALONZO P., Bangor.

SUMMER, Miss GRACE, Bangor.

MURPHY, JOSEPH, Oldtown.

ESTEY, Mrs. HOLLIS W., Ellsworth.

CUSHMAN, CLIFFORD, Corinth.

WARD, Miss LIZZIE, Bangor.

DOWNES, CHARLES W., Ellsworth.

SWEETSER, F. E., traveling salesman, Portland.

LANK, ORA M., Danforth.

BENNETT, G. H., Brewer.

BENNETT, Mrs. G. H., Brewer.

STOVER, Mrs. CHARLES, Ellsworth.

McCARD, MELVIN, Corinth.

BILLINGS, Mrs. A. H., Bangor.

DERWENT, Mrs. GEORGE, Bangor.

LEWIS, Miss, Hampden, Me.

UNKNOWN WOMAN, believed to be a saleswoman for a Boston publishing house.

The exact number of dead will not be known for some time yet, as a strong tide sweeps under the pier and some bodies may have been carried away by it. A diver, who was set at work without delay, was engaged in his search until 5 o'clock, but only seventeen bodies were found.

Coroner D. L. Field of Ellsworth has impaneled a jury to hold an inquest. The jury will begin its work in the morning.

After the bodies in the freight house had been identified, Coroner Field gave the necessary permission to have them moved, and relatives and friends soon after took each in charge, and returned to their respective homes.

Irving Bridges, who lost his life in the disaster, was on his way to Bar Harbor to see his affianced wife, Miss Marshall. They were to have been married the coming Autumn. Bridges is well known in Bar Harbor, having been in the employ of Dr. Fremont Smith for several years.

TO HELP SAIL THE SHAMROCK.

Announced that Emperor William Will Allow the Skipper of the Meteor to Come Here.

LONDON, Aug. 6.—The Exchange Telegraph Company announces that Emperor William has consented that the skipper of his yacht Meteor, Capt. Ben Parker, shall go to New York and assist in sailing the Shamrock in the races for America's Cup.

MURDER IN WASHINGTON.

Special Examiner in the Pension Office Kills a Young Girl Who Had Repulsed His Attentions.

WASHINGTON, Aug. 6.—A murder was committed to-day in the northeastern section of the city by Benjamin H. Snell, a special examiner in the Pension Office. He is about forty-five years of age.

His victim was Lizzie Weissenberger, a girl thirteen years of age, who had been employed in his household until a few months ago, when she was taken home by her parents, who did not fancy Snell's conduct toward her. Snell seemed to be infatuated with the child and paid her a great deal of attention, which, however, she resented.

This morning Snell went to his victim's house, and entering at the front door passed on through the middle room, where the girl was sleeping, to the dining room door. While standing at the door the mother ordered him out of the house. Snell turned about and entered again the room where the child was.

He bent over the sleeping child and drew her from the bed.

Awakened suddenly she screamed in terror.

Twisting one hand in the girl's hair and throwing her head back, Snell drew a razor from his pocket and swept it across her throat. The razor slashed her throat, and once he missed, cutting a great piece of flesh from her cheek. The head was almost severed from the body, and both the murderer and his victim were drenched with blood.

Attracted by the child's screams, the mother ran to the rescue. In a frenzy she grappled with the murderer and was badly slashed on the arm with the razor.

The murder attempted to escape, but was soon captured by the police, and locked up. He refuses to give any explanation of his acts, and says he remembers nothing about them. He is a native of Vermont, and was at once time employed in a bank in Montgomery, Ala. He has a wife and two children.

MOVING HOUSES AND BODIES.

Villages and a Cemetery Affected by Building a Water Supply Dam.

Special to The New York Times.

NEWBURG, Aug. 6.—In building the Quaker Bridge dam to supply New York City with water, it was necessary to remove many buildings. Some villages had their geography changed materially by shifting buildings about, but the only place where it was found necessary to change the entire village and wipe the old one off the map was at Katonah, Westchester County. There every building was moved, and to-day the new village stands about two miles from where the former village stood.

In taking these lands by condemnation proceedings, the City of New York took the cemetery. An application was made yesterday before Justice Barnard, at Poughkeepsie, to have the court fix the measure of damages. The owners of plots in the cemetery claim that they should receive the value of the plots and the cost of removing and reinterring the bodies of their friends and relatives. They also argue that the cost of the removal and resetting of monuments and headstones should be borne by the city. But the principal question they wish the Court to determine is regarding the removal of the bodies. The relatives say that it should be superintended by them, while the city's representatives argue that it should be done under the direction of men in their employ. The whole cemetery, comprising 250 acres, and in which there have been 600 interments, has been condemned by the city.

GOAT MEAT AT A PREMIUM.

Chicago Packer Says It Will Cost More There Than Mutton.

Special to The New York Times.

CHICAGO, Aug. 6.—The report that Kansas City packers are substituting goat flesh for mutton is given general credence by Chicago packers.

"Young goat meat is just as good as lamb if it is properly prepared," said one packer. "But when it is a question of old goats and old sheep, preference must be given to sheep. Young goat meat is a delicious food, but a liking for it must be acquired. Some Indians eat goat meat in preference to any other kind, and Eastern men who have lived in certain sections of the West have learned to like it.

"Goat meat has been sold on the meat stands for many years in some towns. One reason, perhaps, that Chicago packers have never attempted to sell it is because of the scarcity of goats in this locality. Mutton is much cheaper, and if Kansas City attempts to put its new commodity on the market here Chicagoans will have to pay more for goat meat than for mutton."

WOMEN BUILDERS IN CHICAGO.

Family of Three Are Erecting Brick House in City Prairie.

Special to The New York Times.

CHICAGO, Aug. 6.—In a prairie in the neighborhood of Elston Avenue and Humboldt Boulevard a woman and her two daughters may be seen every day building a brick house. They are building it for themselves, and the three do all the work. The woman is Mrs. Liebegut, and her two daughters are Marie and Gustie.

They saw the timber, mix the mortar, carry the bricks and lay them, and do everything that laborers are paid for with as little concern as if they were baking bread or washing. They begin early in the morning and work till sunset. Already they have completed the first story, and are beginning on the second. It may take a little longer to build the dwelling in this way, but it will be built right, and will be solid.

Street cars pass near their place, and the passengers watch the work with interest. Sometimes a car will stop five minutes for the passengers to view the work.

Ex-Gov. Atkinson Seriously Ill.

ATLANTA, Aug. 6.—Ex-Gov. Atkinson is seriously ill at his home, in Newnan, and it is believed his recovery is impossible. Gov. Atkinson was succeeded in office by the present Chief Executive of the State, Allen D. Candler. He served two terms as Governor.

PLANS OF DREYFUS TRIAL

The Court-Martial Will Begin at Rennes This Morning.

SECRET DOSSIER COMES FIRST

Believed that the First Two Days Will Be Devoted to Its Consideration with Closed Doors.

RENNES, Aug. 6.—The town is extremely animated to-day, but everywhere perfect tranquillity prevails. Public interest is concentrated upon the arrival from Paris of various personages likely to figure in the trial of Capt. Dreyfus. Among those who have arrived are Gens. de Boisdeffre, Gonse, and Roget, all in mufti; M. Godefroy Cavaignac, former Minister of War, and M. Casimir-Périer, former President of France.

A large crowd, which had gathered around the railway station, greeted the Generals on alighting from the train with cries of "Vive l'Armée!" The Revisionist spectators responded with "Vive la République!" but there was no disturbance.

M. Casimir-Périer, who was much fatigued by the long railway journey, decided to walk to the hotel, hoping that he would not be recognized, but his identity soon became known and a large crowd followed him, as, attired in a light Summer suit, he walked slowly along, chatting with the Prefect of Police and the Chief of the Secret Police, M. Viguier, who met him at the railway station and accompanied him to the hotel.

The crowd made no demonstration. The authorities, however, deemed it wise to maintain the most stringent precautions for the safety of the ex-President, and six gendarmes now patrol the front of the hotel where he has apartments, while a number of detectives watch the entrance hall closely and scan all arrivals.

It is now fixed that the trial shall commence to-morrow morning. After the indictment has been read it is thought probable that the President of the court-martial, Col. Jouaust, will order the doors closed for the consideration of the secret dossier

QUEENS TAXPAYERS' FIGHT

Claim that Rates Estamlished Really Amount to Confiscation.

SUE DEPARTMENT OF TAXES

Counsel for Property Owners Says the Borough Suffered Through Illegal Distribution of the Deficiency.

Several of the leading taxpayers of the Borough of Queens have inaugurated what is expected to develop into a general fight on the part of the property owners in that portion of the city against the payment of their taxes for the present year. It is charged by them that valuations fixed and the rates of taxation established by the city authorities amount practically to confiscation of their property. That the payment of the taxes levied upon the Borough of Queens would be resisted was intimated last Wednesday at the meeting of the Municipal Assembly at which the tax levy was confirmed. Councilman Cassidy and Alderman James of Queens protested vehemently against the confirmation of the levy, the latter alluding to Manhattan and Brooklyn as "bullies" which "have little Queens by the throat and are shaking the life out of her."

The property owners who have initiated the movement to obtain relief from the alleged excessive and unjust taxation have retained the law firm of Foster & Foster of 132 Nassau Street to look out for their interests. Walter J. Foster, the senior member of the firm, who is himself a resident of Astoria, gave out a brief statement on Saturday in which he said:

"We have been retained by property owners representing an assessed valuation of more than $3,000,000, and believe that through the courts we will be able to secure a reduction of the tax rate from 3.27 to 2.27, which will be considerably lower than the tax rate in any of the other boroughs."

Being asked yesterday upon what grounds it was intended to appeal to the courts for relief, Mr. Foster said:

"There are two ways in which we hope to obtain a reduction of the charges levied against Queens Borough by the city authorities. In the first place, we believe that the assessments are ridiculously high, and that they will not stand the test of a hearing in court. We contend, also, that in the apportionment of the deficiency to be met by the proceeds of this year's tax levy great injustice has been done to Queens, and that a fair arrangement in regard to this item alone would reduce our tax rate materially.

WRITS OF CERTIORARI OUT.

"For the purpose of arriving at a decision as to the fairness of the assessments, eleven writs of certiorari have been served upon the Department of Taxes and Assessments, which are returnable Sept. 18 before Justice Maddox at a special term of the Supreme Court in Long Island City. Among the more prominent taxpayers in whose behalf these proceedings have been instituted are Steinway & Sons, the Astoria Homestead Company, the Bon Bonnie Bay Building and Improvement Company. We expect to be able to show that there has been no material appreciation in the value of property within the limits of what was formerly Long Island City since 1896. In that year the total assessed valuation of property was increased from about $18,000,000 to $43,000,000 under the administration of Mayor Gleason, the purpose being to increase the debt limit. The matter was carried into the courts, which reduced the assessments of those who fought the increase to a basis of about $21,000,000 for the entire city. This year the Department of Taxes and Assessments has increased the assessed valuation of the territory to about $38,000,000. We believe that the courts will reduce the figures, as they did three years ago. I know that property here will not bring at forced sale the amounts for which it is assessed. As referee in foreclosure I have just sold some lots that are assessed at $650 each, and all they brought at auction was $200."

More objectionable, however, than the increased assessments, which are admitted to have been general throughout the greater city, is the high tax rate in Queens, which is due largely to the charging to that borough of $990,092.49 of the $7,175,856.88 to be raised for deficiencies, whereas if the total sum had been levied in equal ratio upon all the property in the City of New York the share of Queens would have been only $227,132.20

VIOLATION OF THE CHARTER.

Mr. Foster said that in his opinion the distribution of the deficiency was in direct violation of Section 5 of the charter, which is in part as follows:

All the valid debts of the municipal and public corporations mentioned in the first section of this act, including the County of Kings and the County of Richmond and the proportion of the debt of the County of Queens and of the Town of Hempstead aforesaid, and the valid debts of the towns, incorporated villages, and school districts herein united and consolidated with the corporation hertofore known as the Mayor, Aldermen, and Commonalty of the City of New York, into the City of New York, as well as the debts of the latter corporation, shall be the common debt of the City of New York, as hereby constituted. So far as resort to taxation is authorized or necessary to pay such debts, such taxation shall extend equally throughout the territory of the corporation herein constituted, except that all assessments for benefits heretofore laid or provided to be laid for the payment of any portion of such debts, or to reimburse any of the said municipal and public corporations which created such debt, in respect thereof, shall be preserved and enforced, it being the intent hereof that the obligations and liability of the City of New York, as the successor of municipalities and public corporations consolidated into it, shall be the same as, and not otherwise or greater, than, the respective obligations and liabilities of the several constituent corporations, and that the City of New York shall succeed to all of the rights as well as to their obligations and liabilities in respect thereof, except as herein otherwise especially provided.

"We hold," said Mr. Foster, "that under this section the deficiency should be a general charge upon the entire city. We hold, furthermore, that even if one borough should pay more than its proportionate share of the deficiency, the apportionment on which the tax levy is based was made in an arbitrary and illegal manner, and that the Controller had no authority to determine, as he did, how much each borough ought to pay. We intend to attack the tax levy upon this ground, both by means of suits in equity and by special proceedings, the nature and grounds of which I am not quite ready to discuss.

"In 1898 Long Island City raised about $862,000 in taxes, which was turned over to the City of New York when the consolidation took place. We assert that we have not received credit for this sum in the arrangement of this year's tax levy, and that if proper credit were given it would practically wipe out the deficiency item which has been charged to this borough. Controller Coler says that this deficiency represents judgments against Long Island City, but we raised the money to pay those judgments, with the exception of the costs, and it is unjust to ask our taxpayers practically to pay the debts twice.

PLEA FOR LONG ISLAND CITY.

"Long Island City came into the City of New York with as clean hands and as fair a record financially as any of the territory absorbed by the City of New York. In the two years preceding consolidation we issued only $18,000 of bonds, while the towns of Flushing, Jamaica, and Hempstead, and every incorporated village and school district within their boundaries were making extensive improvements, and running their debts up to the legal limit. We have been treated unjustly by the authorities of the greater city, and we intend to have redress if it can be obtained in the courts."

The opinion of Controller Coler upon the statements of Mr. Foster could not be obtained yesterday, he being out of the city.

Miners Fall 300 Feet—One Killed.

HOUGHTON, Mich., Aug. 6.—Four miners whose names are unobtainable were working on the forty-ninth level of the Quincy Mine, repairing the timbering this morning. The men were standing on one ladder, the bottom of which they failed to secure. The ladder gave way, throwing all four into the shaft. They fell 300 feet. One man was killed instantly, two others were probably fatally injured, and the fourth was badly hurt.

Alleged Slanderer Murdered.

ARDMORE, Indian Territory, Aug. 6.—A. Sutherland, a merchant, was shot and instantly killed here to-day by E. W. Fairman, and A. Underhill, a bystander, was wounded seriously by a stray bullet. Fairman, who is under arrest, says Sutherland slandered Mrs. Fairman.

SUICIDE ON CROWDED PIER.

Man Having Philadelphia Addresses Jumps Into the River.

A well-dressed man, who is thought to be D. M. Rennick of Philadelphia, jumped into the river from the pier at the foot of West Eighty-second Street last night. He was rescued, but never recovered consciousness.

There is a bathing house at that point of the river, and the pier last night, as usual, was crowded with persons, when the man was seen sitting at the water's edge. He was seen to take off his coat, but nothing was thought of that because of the warmth of the night. Suddenly he stood up, raised his hands above his head, and dropped into the river.

The tide was running out fast, and the man was swept away quickly. He was caught, however, by the rope that holds the bathing house. Half a dozen persons jumped into the water to the man's rescue. When they reached him he was unconscious, and by the time he was taken to the shore there were no signs of life. An ambulance was sent for to the J. Hood Wright Hospital, and although the surgeon who came with it worked for half an hour over the man, he died without regaining consciousness.

In one of the pockets of the clothing was found a receipted bill from Dr. J. S. Shoemaker of Frankford Street, Philadelphia, made out in the name of D. M. Rennick, 2248 North Twenty-first Stret, Philadelphia. There was also a note, which read: "Alex. Rennick, 1006 R. E. T. & T. Get my watch and chain, Broad and Chestnut Streets. Collect my life insurance, as I have failed." The body was taker. to the Morgue.

OPTIONS ON JERSEY GAS PLANTS.

Philadelphia Syndicate Said to Have Secured Many.

PHILADELPHIA, Aug. 6.—A dispatch from Trenton, N. J., says: "A syndicate composed of Col. A. R. Kuser, Col. Lewis Perrine of Trenton, and John C. Moore of Philadelphia, who is interested in the North Jersey gas combine, are securing options on all the small glass plants in Central and Southern New Jersey. They have already acquired the Mount Holly gas plant, and will soon acquire others.

"Their plan is to get control of all the gas plants and form one big New Jersey combine, which will be a part of the United Gas Improvement Company or Philadelphia. They now own the Trenton Company and all of those in Hudson County outside of Jersey City and Bayonne. The combine contemplates adding electricity in all localities, and in some places to secure trackage franchises and to operate these in connection with their plants."

INGERSOLL MEMORIAL MEETING.

His Chicago Admirers to the Number of 1,500 Mourn Him.

CHICAGO, Aug. 6.—Robert G. Ingersoll, as a man, was praised and mourned by 1,500 Chicago admirers at Studebaker Hall tonight. Veterans of the cavalry regiment which he commanded during the civil war and members of the newly formed Ingersoll Memorial Association united in the memorial meeting.

Ingersoll, the agnostic, was passed over that memory might dwell on Ingersoll, the father, husband, and friend. "Our friend" was the phrase that the speakers one after the other used in referring to him and all found in the man whose memory was honored a personal character worthy of the highest praise. More than half of the speakers confessed that they stood as representatives of the Christian creed and as believers in immortality.

PERIL OF SAILING PARTY.

Four Men Rescued While Clinging to Capsized Boat.

Preston Mayer, sixty years old, of Rockaway Beach, took three of his friends out for a sail on Jamaica Bay yesterday afternoon in his skiff. While off Barren Island the boat was capsized by a sudden gust of wind and the four occupants were thrown into the water. There they remained for a full half hour or more clinging to the upturned boat until they were rescued by Louis White of 120 Ewen Street, Brooklyn, who arrived on the scene in a catboat.

When rescued the four men were nearly exhausted, and when Mr. Mayer was pulled into the boat he at once lapsed into unconsciousness. He was hurriedly transferred to a police launch near at hand and taken to Barren Island. Dr. Herne, who was summoned, worked over the unconscious man for some time, and finally succeeded in restoring him. He was then removed to St. Mary's Hospital, where, last night, it was said he would recover.

The three other men, who refused to give their names, were apparently none the worse for their experience.

SLOOP YACHT AJI CAPSIZES.

Capt. Brinley of the Cedar Creek Life-Saving Station, reported the sloop yacht Aji, from Bayhead for Barnegat City, with the owner, J. H. Dunn, his wife, two sons, and Lawrence Mount abroad, capsized one mile west of the station at 2 P. M. yesterday.

The life-saving crew went to their assistance, took off the people, righted the sloop, and brought them all to the station.

Boy Drowned in Hudson River.

August Schlee, fifteen years old, of 1,894 Third Avenue, was drowned in the Hudson River at the foot of One Hundred and Eighth Street last night. With a companion the boy went to the river to bathe. He was not able to swim, and the tide, running strong, swept him beyond his depth. A policeman, attracted by the cries of the boy's companion, ran to the spot, but Schlee had gone down for the last time. The boy was an orphan who had been employed by Mr. Beekman of 1,894 Third Avenue for several months.

EAU CLAIRE STRIKERS VIOLENT.

Mayor Refuses to Put Policemen on Cars Because of Pass Law.

EAU CLAIRE, Wis., Aug. 6.—Street car traffic was completely suspended to-night, the company's employes being unable to withstand the pressure of the strike mobs, which collected along the line, obstructing the cars and hooting and yelling, and occasionally casting stones and other missiles at the new men.

Mayor Douglass, during the trouble, told Attorney Bundy that he had no sympathy with the company, though he would do what he could, but he could not put police officers on the cars because it would violate the anti-pass law. Representatives of the company then decided to stop trying to operate the cars.

MAN WRECKS A SALOON.

Adolph Flesser's Place at Greene and Houston Streets Badly Damaged.

There is a saloon at Greene and Houston Streets that is a wreck. One man did it, and he did it well.

Acting Captain Thompson and Patrolman Cortright of the Mercer Street Station heard a noise in the saloon last night. They looked through the window and saw a man tying up bundles. They broke in the door after they had ordered the man to come out and had been laughed at.

"What are you doing here?" asked Thompson.

"Having a great time," answered the man.

The place looked as though he told the truth. The show case, which had contained wines and cigars, had been smashed. The floor was knee-deep in broken bottles and cigars, and a stream of wine was pouring out into the street through a side door. The gas fixtures had been twisted from their fastenings, a great piece of wood had been battered off the bar, a nickel-in-the-slot machine was standing on its head, and the cash register was in pieces.

The man, sitting on a keg in the midst of this wreckage, grinned at the policemen as they walked over the door they had battered down, and retained his hold on a wine bottle. He had apparently sampled everything in the place before he began smashing things. He permitted the policemen to lead him away.

At the station he said he thought the whole affair "funny." He said he was Joseph Ober of 437 East One Hundred and Twentieth Street, and told that he was a cousin of the owner of the saloon, Adolph Flesser, of 24 West One Hundred and Fourteenth Street. Later the wife of the saloon owner went to the station, looked at the man, and said he was no relative of her husband.

The police estimate the damage to the place at $5,000. The man gained an entrance by means of a fire escape, and through a room above the saloon.

CASTORIA.
Bears the Signature of Chas. H. Fletcher. The Kind You Have Always Bought

PLATT REPUDIATES MOSS

Senator Not Responsible for the Mazet Committee's Counsel.

MAY STOP THE INVESTIGATION

Speculation Among Politicians Follows Mr. Platt's Unequivocal Utterance —Jokes About Mr. Croker.

"I am not responsible for what Mr. Frank Moss may say or do," declared Senator Thomas C. Platt yesterday. This was in response to a request for an expression of opinion regarding the series of pronunciamentos recently given to the press by the counsel for the Mazet committee.

This disavowal was made more significant than the words themselves might indicate by the manner in which it was voiced. Senator Platt, at the Oriental Hotel, Manhattan Beach, was chatting in a jocular way about Richard Croker's deliverance before his departure from Europe, when a reporter for THE NEW YORK TIMES, seeking to elicit his opinion of the defense of the obstructionist Municipal Assemblymen by the committee's counsel, started to ask "What do you think, Senator, of Mr. Moss's latest—"

"Don't," interrupted Mr. Platt, holding up his hands as if in horror, and backing away. "Don't try to draw me out about that. I am not responsible for what Mr. Moss may say or do."

Then, as if to explain why there could be no reason for holding him to blame for Mr. Moss's statements, the Senator added:

"Do you know, I never met the man in my life? I don't even know him when I see him."

Senator Platt's haste to wash his hands of Mr. Moss when that gentleman's name was mentioned was considered highly significant by the Republicans who learned of it yesterday. It was reasoned that the Senator must have been very much disgusted to express himself so positively, and the inference was drawn that he must have concluded that Mr. Moss was talking too much and was in a fair way to upset by his own utterances any political benefits that may have been produced by the investigating committee's work so far. No one who heard what Mr. Platt said could doubt that he was displeased with Mr. Moss's latest performances.

Not a few Republicans have suspected that Mr. Moss had the Mayoralty bee in his bonnet. It was recalled yesterday as significant that, just before the last reassembling of the Mazet committee, Mr. Moss gave out a long interview, in which he threw out the idea that one result of the committee's work might be an extra session of the Legislature to shorten the Mayor's term. This suggestion was promptly repudiated by Senator Platt. It was further recalled that, while the Aldermen and Councilmen were on the stand last Thursday, Mr. Moss took up most of the time with long speeches of his own, between which the witnesses were allowed to squeeze in an occasional "yes" or "no." In the course of these orations Mr. Moss again brought up the idea of a shorter term for the Mayor. He also outlined changes in the charter looking to the increase of the power of the Municipal Assembly, and defended the members of that body who had been hauled up for contempt of court, going so far as to intimate that the courts had been brought in to help out a plot of the Tammany administration. A day or two later he gave out another interview, in which he took the part of the obstructing members of the Municipal Assembly and held them to be much imposed upon.

It was on this last pronunciamento that Senator Platt's opinion was sought and, judging from the tone and manner of his refusal to talk about it, he felt too deeply for utterance.

There is much speculation as to what effect Senator Platt's apparent annoyance in connection with Mr. Moss and his open repudiation of that gentleman will have on the discussion and activity of the investigating committee. To those who attended its sessions last week the air of weariness and listlessness about its members was apparent, and it was deemed a strange thing that the committee sat only three days in the week instead of four, as was expected. Should Senator Platt conclude that the committee's counsel is likely to prove a "bull in a china shop," it was remarked by the politicians at the beach yesterday that he would find no trouble in calling it off.

Speaking of Richard Croker's statement, in his cabled interview, to the effect that he had had to go to England to get away from the newspapers, Senator Platt said: "I'm sure I wouldn't be such a coward as to run away from the reporters."

Senator Wolcott of Colorado, who arrived from Europe on the Campania Saturday, was at the Oriental Hotel yesterday and had a talk with Senator Platt about the new currency bill the Senate Finance Committee is preparing.

THE ALDERMANIC CONVENTIONS.

Proposed Coalition of Republicans, Independents, and Citizens' Unionists.

Chairman George H. Roberts of the Executive Committee of the New York City Republican Committee has called a meeting of that body to be held at the Fifth Avenue Hotel on Aug. 21. The meeting will arrange for the Aldermanic conventions, to be held in the sixty districts of the greater city.

Chairman Roberts said, at the Oriental Hotel, yesterday, that the plan of combination between Republicans, Independents, and Citizens' Unionists, proposed by President Quigg for the election of Assemblymen, would be carried out wherever practicable in the Aldermanic nominations also.

Altgeld on the Free Silver Ratio.

CHICAGO, Aug. 6.—Ex-Gov. John P. Altgeld denies that he has said in an interview that "the ratio might be abandoned—that is, the Democratic Party might weaken on the ratio." Mr. Altgeld says that both at St. Louis and at Louisville he said that "to abandon the ratio would be to abandon the cause." These, he says, are still his sentiments.

John P. Madden Better

John P. Madden, the Democratic leader in Queens Borough, who has been seriously ill for some days, was resting easily last night. His friends claim he will be all right within a short time.

NATIONAL CONSCIENCE NEEDED.

The Rev. Dr. Cortlandt Myers Praises Gov. Roosevelt in Chicago.

CHICAGO, Aug. 6.—"National Conscience" suggested some of the leading passages in the sermon preached here to-day in Emanuel Baptist Church by the Rev. Dr. Cortlandt Myers, pastor of the Baptist Temple of Brooklyn.

"What the War Department needs more than anything else," the minister said, "is conscience. Let Cuba and the Philippines have everything we promised them. Fight the Filipinos? I say yes; let us fight savagery and selfishness, but let us do it conscientiously. As a Nation, at the present time, when we are spreading out over the seas and foreign lands, we stand in need of a clean National conscience.

"Conscience must needs be supported by determination. As an illustration, we have a man at Albany, in my State, who has been sent there by his people because he developed a conscience and then stood by it. He stood against monopolies; he stood against everything which his conscience told him was wrong. He is an example of what a conscience can do for a man."

CHICAGO'S ELEVATED TRAFFIC.

July Returns Show Marked Increase—Union Loop Benefited.

Special to The New York Times.

CHICAGO, Aug. 6.—Traffic reports of all the Chicago elevated roads are exceedingly good. An official of the Lake Street L road said that during July the gross earnings increased 20 per cent. over 1898, and that the net would show a still larger percentage of gain. The traffic last month was more than double what it was in July, 1893, the World's Fair year. July traffic on the Metropolitan "L" showed 26 per cent. increase over 1898, and that of the South Side "Y" 19 per cent. increase.

The Union Loop is greatly benefited by the gains in elevated traffic, for it receives one-half cent per head on all passengers carried by the "L" roads. Yet its operating expenses were not increased. Union Loop stock has not been traded in of late on the Chicago Stock Exchange, where the transactions in it are recorded at 75, but it has been in good demand and fairly active on the curb. It is said there are buyers at 80 for large blocks.

TROLLEY CAR FUSE BLOWS OUT.

Four Passengers Injured on the Canarsie Avenue Line.

While Trolley Car 721 of the Canarsie Avenue line was on its way to Canarsie last night about 9 o'clock the fuse blew out just as the corner of Rockaway and Riverdale Avenues, Brooklyn, had been reached. The accident was immediately followed by a flash of electricity, while at the same time the car came to a sudden stop.

As a result a number of passengers were thrown from the car, while those remaining made a rush to get to the street. In the excitement several people were knocked down and injured. Four of the injured had to be attended by a doctor from St. Mary's Hospital, who arrived in an ambulance.

They were Mrs. Annie Winette, thirty-three years old, of 152 Richardson Avenue, Brooklyn, contusions of leg and body; Jennie Winette, her fourteen-year-old daughter, contusions of body and suffering from shock; Emma Brown, fourteen years old, living at the same address, injuries about head and arms; and Frank Gibbons, twenty years old, of 95 Richmond Street, Brooklyn, who was badly bruised about the body. They were all able to go to their homes after their injuries had been attended to.

THE PRESIDENT'S CANTON HOME.

He Obtains the Cottage He Formerly Occupied for $14,500.

CANTON, Ohio, Aug. 6.—President McKinley has purchased the McKinley Cottage, at the corner of North Market Street and Louis Avenue. The deal was closed yesterday. The consideration was $14,500. He will obtain possession in October. The property was not in the market. It is endeared to the President, and Mrs. McKinley as their first home, where they began housekeeping, and also as their residence in the campaign of 1896. Before leaving Canton for the inauguration President McKinley tried to buy the house.

It is believed to be the President's intention to spend a part of each Summer hereafter in Canton. Many persons here have expressed fear that the President might be induced to accept one of the many invitations received by him to make his permanent home elsewhere. The news that the deal is closed causes great satisfaction.

BIG FIRE AT GLENS FALLS.

Portland Cement Company's Plant Burns—Loss, $250,000.

GLENS FALLS, N. Y., Aug. 6.—Fire causing a loss of about $250,000 destroyed the works of the Glens Falls Portland Cement Company late this afternoon. The buildings, which were of wood, burned like tinder, and it was only one hour from the time the first alarm was given until the entire plant was in ruins.

The works were started about five years ago. An addition had just been completed, and the concern was regarded as in a prosperous condition. The loss of the plant is a serious blow to this city, as the company employed several hundred men, and for some time past the management had been unable to fill orders.

The insurance is $194,250.

WESTERN GRAIN QUESTIONS.

Conference To-day in Chicago May Settle Some Vexing Points.

CHICAGO, Aug. 6.—Members of the Chicago Board of Trade and others directly interested in the handling of Western grain are looking forward to the meeting in this city to-morrow of the Inter-State Commerce Commission, and the executive officers of the Eastern and Western railroads. It is the general expectation that the meeting ultimately will result in a definite settlement of the long-standing question of export rates and "territorial rights."

The general impression is that a territorial division will be agreed upon by the roads and the shippers. It is believed the Southern ports will be allowed to receive the export grain from the sections which are naturally tributary to them, and that Chicago and Duluth will be made the centres for all the sections whose outputs they are most entitled to receive.

TO LOOK INTO PATIENT'S DEATH.

Ward's Island Asylum Inmate Bruised About Body and Ribs Broken.

James McGuire, thirty-four years old, a bricklayer, of 323 East Thirty-fifth Street, died Saturday in the Manhattan State Insane Asylum, Ward's Island. His body was brought to the Morgue yesterday.

When the body was examined at the Morgue it was found to contain a large contusion over the abdomen such as might be inflicted by a kick or a fall on some object. Two ribs were fractured, and there were minor discolorations and contusions which might have been received in a struggle.

With the body came the following letter for the Coroner:

August 5th, 1899.

Board of Coroners, Criminal Court Building, Centre Street, New York City:

Gentlemen: I would respectfully report to your board the death at 9:30 this morning of James McGuire, a patient in this hospital. The patient had been a powerful man, a wrestler and a strong man, and was a general paretic. At 9 o'clock he struck one of the attendants in the neck with his fist. He was then held on the floor by three attendants, who had come to the assistance of the first, until his paroxysm subsided.

He then washed his face, returned to the ward, sat down in a chair, and became very pale. A physician was immediately sent for, but the patient died in a few minutes. In view of the suddenness I think it best to report to your board and I shall send the body to the Morgue to-morrow. The physician who bears this statement has been in charge of the patient. Very respectfully yours,

PERCY BRYANT,
Medical Superintendent.
PERCY J. ROWE,
First Assistant Physician.

The Coroners' office is interested in the case, and a complete investigation will be made.

RIDES DOWN A FAMILY.

James Lynch Arrested for Reckless Driving on Fifth Avenue.

James Lynch, twenty-eight years old, of 313 East One Hundred and Third Street, who was arrested by the East One Hundred and Fourth Street Police Station police last night for reckless driving, has, according to the Sergeant in charge of that precinct, "the most monumental nerve in New York."

Isaac Croen, his wife and three children, were out walking last night and undertook to cross Fifth Avenue at One Hundred and Sixth Street. Just then Lynch, driving a horse attached to a buggy, tore down the avenue at a terrific rate of speed, running over the Croen family.

Mr. Croen was thrown into the gutter and got two scalp wounds. Mrs. Croen's ankle was crushed, and one of the little Croens had his head so badly cut that Dr. S. Falk of 169 East One Hundred and Sixteenth Street, the physician called, had to take some stitches in it. The injured persons were taken home.

Having wrought this havoc, Lynch made no effort whatever to stop. He gave his horse several cuts with the whip, and got as far as One Hundred and Third Street, when he seemed to change his mind. Drawing the horse up so quickly that it reared and fell on its haunches he jumped out and started to walk away.

Policeman Kelly arrested him before he had proceeded very far. Kelly witnessed the accident, he says, as did several persons whose names he filed with his Sergeant.

Notwithstanding all this, Lynch declared he had not been in the buggy, had not driven recklessly, did not own the horse, and, in fact, had never seen it. He was locked up protesting, and vowing vengeance on all concerned in his arrest. The buggy was almost wrecked.

PERIL OF 200 PASSENGERS.

MILWAUKEE, Aug. 6.—A dispatch from South Haven, Mich., says: "The passenger steamboat City of Grand Rapids, with 200 persons on board, narrowly escaped foundering in mid lake last night. The steamboat was bound for Milwaukee, and was thirty-five miles out when a large amount of water was discovered in the hold. The water was pouring in from many leaks, and, to make the situation more desperate, the engineer was unable to start the pumps going.

"When the water rose until it was within two inches of the fire the steamboat was turned around and headed for South Haven. The passengers were awakened and told to prepare themselves for what might happen. A wild scramble for life-saving appliances followed. Just before the fires were put out by the incoming water the engineer succeeded in rigging up one of the pumps, which held the water in check until port was reached again at 6 o'clock this morning.

"Two inches more of water would have shut off the supply of steam from the boilers, and the steamer must have sunk in mid-lake, probably with great loss of life. It is thought the leaks were due to defective calking."

SHEEHAN DECLARES WAR

Charges Conspiracy in Croker's Interest and Attacks Mayor.

EXCITING CAMPAIGN HISTORY

Goodwin Faction Dismayed by Mr. Croker's Denial that He Ordered Sheehan's Deposition.

A statement purporting to give the inside history of the relations between Richard Croker and John C. Sheehan, and of Van Wyck's nomination for Mayor, has been given to the press by John B. McGoldrick, formerly Clerk of the City Court and Secretary of the Tammany General Committee. It is prefaced by the assurance that it "has been submitted to Mr. John C. Sheehan, who states that it is substantially correct, but that it is only half the truth, and is capable of elaboration."

This statement is understood to be the one which Mr. Sheehan has had in a pigeon hole of his desk ever since he announced that Mr. Croker had ordered his decapitation in the Ninth District, and its promulgation at this time is supposed to mean that the war between them is to be waged with renewed vigor when the Tammany leader lands from the St. Paul.

Mr. McGoldrick's statement recites that, after Tammany's disastrous defeat in 1894, the organization was bankrupt, the rank and file disheartened, and the hopes of victory for years to come most dim.

"This was the state of affairs," it asserts, "when Richard Croker publicly announced his determination of withdrawing forever from active political life."

CONFERENCE WITH MR. CROKER.

The statement continues:

"In the early Spring of 1897, before Croker sailed for Europe, he had a lengthy conference with Mr. Sheehan over the political situation, and Croker then again assured Mr. Sheehan that he was out of politics forever, and that at any time his (Croker's) friends should seek to use his name or in any way identify him with politics, Mr. Sheehan, as his friend, should stamp out any such movement. Croker said that he might not return until after the Fall election, but that if he did return, it would only be for the purpose of helping Mr. Sheehan raise money to run the campaign. Mr. Sheehan replied that it would be unnecessary for him to return on that account, as he (Sheehan) could get all the money for campaign purposes that was required.

"The availability of the men who were then most spoken of as candidates for Mayor was gone into. William Sohmer and Amos J. Cummings were prominently mentioned at that time in this connection. Croker agreed with Mr. Sheehan that Sohmer was a strong man, but he advised against having anything to do with Cummings. Croker also stated that it would be well to keep Judge Robert A. Van Wyck in view, as he would be a good man under certain conditions, but, he added, addressing Mr. Sheehan, 'This is entirely your affair and that of the organization.'"

Even after his return, in September, 1897, Mr. McGoldrick asserts, Croker insisted that he was out of politics and meant to stay out. At the first talk between Croker and Sheehan after the latter's return, the names of possible candidates for Mayor were canvassed. Mr. McGoldrick says:

"Croker then for the first time intimated that it would be unwise to take up Sohmer, as he was a German, and, as Croker stated, could not be trusted. Cummings was advised very strongly against. When told that ex-Mayor Grant would be an available candidate he (Croker) said he would not do, as the labor organizations would oppose him. He advised not to have anything to do with Charles W. Dayton in any event, and as for Charles H. Knox, he regarded him as too ministerial in appearance and action. Croker then asked Mr. Sheehan what he thought of Van Wyck, and the reply was that he knew nothing detrimental to Judge Van Wyck. In the meantime the feeling within Tammany Hall against any interference upon the part of Croker was becoming intense and bitter in the extreme.

"Finally, on the night before the convention, Sheehan, Croker, and Van Wyck met at the Murray Hill Hotel and talked the situation over, with the result that Mr. Sheehan presented Judge Van Wyck's name the following afternoon to the Tammany Hall Executive Committee, and in consequence Van Wyck was nominated that evening, by the convention. It is a part of the political history of Tammany Hall that Van Wyck's nomination was received with poor grace by the Executive Committee, as it is also a matter of history that it was received in like manner by the convention. It was clearly apparent at the convention that Mr. Sheehan could have nominated any man he desired, had he chosen to break faith with Croker."

MR. CROKER AGAIN AT WORK.

When it seemed certain that Van Wyck would be elected, Mr. McGoldrick's statement sets forth, "Croker quietly requested different Tammany leaders to call on him at the Murray Hill Hotel. This request was not well received, and but few responded. Larry Delmour, who was very close to Sheehan, but who had become angered at what he supposed to be James P. Keating's more intimate relations with Sheehan, was the medium through which most of the invitations were delivered. Through the efforts of Daniel M. McMahon, thirteen of the leaders were got together at the Murray Hill Hotel on a Sunday afternoon about two weeks before election. They found Croker waiting for them in his room, and, after a conference, a committee was appointed, which Daniel F. McMahon, who was Chairman, to wait on Mr. Sheehan with the request that Croker be invited to come to Tammany Hall. This Mr. Sheehan declined to do, having in mind what Croker had said to him in regard to the action of those who sought to drag him back into political life. Mr. Sheehan said, however, that if it was Croker's desire, he would be pleased to ask him to come to Tammany Hall. After seeing Croker that afternoon and learning that it was Croker's wish, Mr. Sheehan addressed him an official letter, requesting Mr. Croker to come to Tammany Hall and join with all the others in working for the success of the ticket. The Executive Committee was called together the next afternoon and Croker was invited to attend the meeting."

Mr. Sheehan, it is asserted, refused to see what others saw, that "a conspiracy was being engineered in Croker's interest." This conspiracy, it is declared, "in no event could have been successful if Van Wyck had remained true to the agreement made between himself, Croker, and Sheehan the night before the convention."

Among the stories current at that time which seemed to annoy Croker most, according to Mr. McGoldrick, "was one to the effect that Mr. Sheehan had met W. R. Hearst of The Journal at the Buffalo Convention; that Hearst was anxious to be a candidate for Governor and had agreed to put up $100,000 for the campaign, and that Mr. Sheehan was well disposed toward the nomination. Croker was then bitter against Hearst, and the idea of Mr. Sheehan furthering the nomination of Hearst for Governor was exasperating in the extreme to Croker. As a matter of fact, Mr. Sheehan did not see Hearst at Buffalo, meeting him for the first time in this city about six months thereafter, when Mr. Sheehan almost immediately got into an argument with Hearst in regard to the bitter attacks that The Journal was then making against Croker. Mr. Sheehan told Hearst that these attacks would have to be discontinued if The Journal wanted to help Tammany Hall."

Croker's return to power, Mr. McGoldrick alleges, "was engineered chiefly by the aid of Daniel F. McMahon, who has no interest whatever in the Democratic Party, who is not, and has not for a long time been, a loyal adherent of that party. Croker, long before he retired from the leadership, seriously considered the proposition of endeavoring to turn McMahon down in his own district. McMahon's only interest in the Democratic Party at the present time is to use the power of Tammany Hall to compel local corporations to give his firm (Naughton & Co.) contracts for carrying on such improvements as they might be making or have in contemplation."

LEADER GAVE ONLY $5,000.

The money for the campaign of 1897, Mr. McGoldrick declares, was raised by Sheehan, Croker contributing but $5,000, which he said had been handed him by "some friends down town." When the campaign closed there was some $48,000 in the treasury of Tammany Hall.

The statement closes with a recital of Croker's alleged issuing of orders for the turning down of Sheehan as leader of the Ninth District.

Richard Croker's denial that he had given such orders, made in an interview just before he sailed from England on the St. Paul, was read with keen interest by both factions in the Ninth District yesterday. The Goodwin men were not pleased with it or with Mr. Croker's declaration that he "never interfered in local affairs." They feel that the matter has come to a pass where he must interfere in his own interest, and they will make a determined effort to get him to declare himself as soon as he gets here.

With this purpose in view the Goodwin men have arranged to charter a tug and go down the bay to meet the St. Paul and welcome the returning leader. They hope to make such a demonstration as will impress Mr. Croker with their strength, and when they get his ear they will try to convince him that a victory by Sheehan in the Ninth District would be a rebuke to his own leadership.

Politicians Quiet at Saratoga.

Special to The New York Times.

SARATOGA, Aug. 6.—The politicians were not much in evidence to-day. It is understood that about thirty of the Tammany men had a dinner at Crum's road house, at Saratoga Lake, the latter part of the afternoon, but that it was merely a social affair and had no special significance. It is said that none of the contingent of Southern Democrats was present at the dinner.

ARRIVAL OF BUYERS.

Representatives of Out-of-Town Firms Now in the City.

Stevens, C. A., & Brothers, Chicago, Ill.; V. H. Stafford, furnishing goods; J. B. Mortimer, laces and embroideries; F. Miller, art goods; 487 Broadway; Gerard Hotel.
The Fair, Chicago, Ill.; J. L. Lyons, woodenware; Gerard Hotel.
Rothschild, A. M., & Co., Chicago, Ill.; A. J. Wolt, housefurnishing goods; 43 Leonard Street; Gerard Hotel.
Nugent, B., & Brother, St. Louis Mo.; Miss N. Jones, muslin underwear; Miss L. Lyons, infants' wear; 377 Broadway; Gerard Hotel.
Jones, W. C., & Co., Sherman, Texas; W. C. Jones dry goods; Cadillac Hotel.
King & McLeod Company, Newport, R. I.; A. McLeod, dry goods and notions; N. McLeod, fancy goods; 338 Broadway; Everett House.
Wiles, H. N., & Co., Dayton, Ohio; H. N. Wiles, dry goods; Westminster Hotel.
Erwell, J. V., Company, Chicago, Ill.; W. H. Lusk, linens and white goods; 115 Worth Street; Westminster Hotel.
Carson, Pirie, Scott & Co., Chicago, Ill.; T. M. Evett, cloaks and suits; Miss McKentry, millinery; Miss O'Connell, dry goods; 115 Worth Street; Hotel Albert.
Barr, William, Dry Goods Company, St. Louis, Mo.; G. W. Fear, handkerchiefs, 621 Broadway; Stuart House.
Burger, L., Birmingham, Ala.; dry goods; Hotel Vendome.
Berthold, J. G. Memphis, Tenn.; boots and shoes; Hotel Vendome
Carton, Pirie, Scott & Co., Chicago, Ill.; D. C. Litt, carpets, 115 Worth Street; Hotel Cadillac.
Crosby, C. E., Memphis, Tenn.; notions; Hotel Albert.
Choate, H., & Co., Winona, Minn.; H. Choate, carpets; 43 Leonard Street; Hotel Marlborough.
Cohn, M. M., & Co., Little Rock, Ark.; A. Cohn, furnishing goods, 513 Broadway; Stuart House.
Crawford, D., & Co., St. Louis, Mo.; W. F. Mills, dress goods, 115 Worth Street; Broadway Central Hotel.
Colvig, W. H., Wheeling, West Va.; furnishing goods; Broadway Central Hotel.
Doeplitz & Son, Baltimore, Md.; H. Doeplitz, dry goods and notions; Hotel Albert.
"Fair, The," Chicago, Ill.; F. Ransford, hosiery and furnishing goods; E. J. Scheinbold, linens and white goods; Hotel Cadillac.
Field, Schlick & Co., St. Paul, Minn.; J. G. Morrisey, cloaks and suits; 55 Franklin Street; Hotel Vendome.
Goldsmith, I., & Brother, Memphis, Tenn.; M. B. Johns, dress goods; L. Frish, notions; Union Square Hotel.
Green, Joyce & Co., Columbus, Ohio; W. J. Fyrne, notions; Hotel Imperial.
Goldenberg, M., Baltimore, Md.; J. M. Go

ALL CONEY ISLAND SOAKED

Saturday's Storm Caused Lively Capers Down by the Sea.

WILD MAN'S UNHAPPY PLIGHT

Locked in His Cage During the Rain and Then Gave Up His Job—Big Crowd of Visitors Yesterday.

The echoes of Saturday's big storm had scarcely died away yesterday at Coney Island, the general topic of conversation among the denizens of that resort being the havoc wrought by the unexpected onslaught of wind and rain. It was agreed that no such weather disturbance on short notice had occurred there in many years.

The damage, though individually small, was widespread. A dozen persons were slightly injured by falling signs and other débris, and scores of small business places were wrecked by the combination of wind and water. The number of organdie dresses utterly ruined could not be estimated.

The coming of the storm found thousands of bathers disporting in the surf, and the bathhouses of Coney Island are not calculated to keep out such a deluge of rain as fell. In Stauch's bathing pavilion about 500 bathers emerged from the sea after the rain to find that their clothing left behind had been water-soaked.

The place was in an uproar. The owners of various articles of clothing found that, owing to shrinkage, they could not again get into them, and many women found their dresses ruined. Proprietor Stauch gave up his drying room to the bathers, and the steaming process went on for hours, while the shivering owners of the assorted clothing waited above. Scores of dry bathing suits were served out to the better known customers in lieu of underclothing.

The shrinking process resulted in some rather striking costumes. Men were seen emerging from the pavilion with trousers fitting so snugly as to be entirely without the pale of fashion, and too short by several inches. The coat sleeves of others were so short as to leave the entire cuff exposed. Many coat tails were shockingly abbreviated. There was a sudden desire on the part of many of these unfortunate bathers to go home.

The keepers of street stand and amusement places of the lighter order on Surf Avenue, taken unawares by the storm, suffered severely. The Great Oriental Mirror Dance, which takes place under an awning in a sort of depressed arena, or dry vat, set in a platform, was demoralized. At this place the spectators enjoy the terpsichorean spectacle by looking down into the arena, which is lined on the sides with mirrors.

A particularly fascinating dance was going on below, and the announcer was out on the platform announcing the "world-renowned Mlle. Mazurka, from Smyrna," when the deluge came. The awning was blown down and the manager started on a dead run across the street for shelter in a bicycle shed, followed by his entire company in full costume. The arena contained four feet of water when the rain ceased.

Near this resort is a tent in which, up to the time of the storm, might have been seen for a small fee a particularly ferocious "wild man captured in the wilds of Cuba." The wild man was confined in a stout iron cage, the door of which was fastened with a huge padlock. This weird being was in the throes of a particularly violent fit of rage, bounding about and rattling the bars of his cage, and the attendants were cautioning everybody to stand clear of his fangs when the storm arrived on the scene.

This tent was likewise swished away and the rain came down in solid sheets. The spectators ran. Likewise the keepers. The Vice President of the concern happened to have gone up the street a moment, and as he carried the key to the wild man's cage, the latter could not run very well, but he sung out lustily for the attendants.

The rain ran over his face and body, washing away the painted hieroglyphics thereon and otherwise spoiling his make-up. He detached his fangs and, laying them aside, rattled the bars of his cage in genuine rage and called his keepers names, but all in vain. After the rain was over he was let out, with many apologies, but he resigned his position, and, putting on his clothes, went home.

Surf Avenue, being without drainage, became a raging river. Awnings and tents were of very little use, and as a result many pounds of home-made taffy, pressed popcorn, and other like delicacies were ruined. The scenery of the magic river connected with Paul Boyton's chutes was carried away, as was the scenery of Pain's Fireworks at Manhattan Beach.

A window blown out of the Sea Beach Palace struck Mrs. Ella Anderson of 203 West One Hundred and Twenty-third Street on the head, knocking her senseless. She was attended by Dr. Cochrane of the Coney Island Emergency Hospital, and finally sent home. Dr. Cochrane attended eleven calls during the storm.

A panic was created in the Brighton Beach Hotel. Congregated in the big hall of the hotel were more than 1,000 men and women. Several windows were blown out, and the terrific thunder threw the crowd into a panic. Several women fainted, and a scene of wild excitement ensued, which the band tried in vain to prevent by playing popular airs throughout the storm.

A big tree blown across the wires of the Smith Street car line put that line out of commission for several hours. The Flatbush Avenue cars to Brighton had to run for a mile through a cut in which the water was up to the car seats. The cars were delayed nearly two hours in making trips during the late afternoon.

During all this turmoil the Coney Island saloon and concert hall keepers were fairly gleeful, for the big crowds already on the island when the storm came were caught there and had to come inside, and while there assuaged their thirst, of course. So the "barkers" outside were called in temporarily and employed as waiters.

Yesterday was one of the best days of the season on the island for business, over 100,000 excursionists being present and anxious to spend money. Police Capt. Kenney confined his attention during the day principally to the suppression of the "barker," or announcer, of the many delights to be found "inside." These vocal contortionists, it was said, were becoming so numerous and energetic as to practically drown all other sounds on the Bowery and other amusement streets. Roundsman Sheehan and three patrolmen started out to suppress them. The policemen arrested three, and made the others go inside and attend their own shows.

Tony Rockford, a waiter, grew tired of the whirl of Coney Island during the day and jumped out of the window of his room on the second floor of Seaman's Hotel, on Surf Avenue. He started head first, evidently intending to strike the pavement in that attitude, but he struck an awning frame in his flight, which reversed him, and he landed on his feet all right, much to his surprise. A policeman saw the feat, and Rockford was locked up charged with attempted suicide.

CLEANING UP STATEN ISLAND

Many of the Streets in the Interior Still Impassable.

The work of repairing the damage done to Richmond Borough roads by the storm of Saturday was continued yesterday, and good progress was made. The bad washout on Richmond Terrace at the foot of Franklin Avenue was repaired. There the street was buried under a pile of rocks and sand four feet high. Franklin Avenue is still little more than a gully ten feet wide and from three to five feet deep.

In the interior of the island many of the streets are impassable because of fallen trees. Some were cut away yesterday and the rest will be removed to-day. There were few wash-outs in the centre of the island. The storm's damage in this direction was mostly confined to the shore sections, where the water rushed down from the hills.

EXCURSIONISTS IN A PANIC.

Men on the Sirius Tore Life Preservers from Women During the Storm.

NEW BRUNSWICK, N. J., Aug. 6.—The storm yesterday afternoon caused much excitement on the steamboat Sirius, which took from this city the annual excursion of St. Peter's Roman Catholic Church to Rockaway. The steamboat had just left Rockaway on the return trip when the storm broke. The rain fell in torrents and the hail rattled about the decks, while the boat rocked and pitched in the storm.

The excursionists became frantic, and every one made a rush for the cabins. The doors became jammed through too many trying to get through at once. Life preservers were grabbed and donned. Men in many cases tore the life preservers from women and children and put them on themselves. The deckhands tried to preserve order, but could not for some time.

The anchor was dropped and the Sirius rode out the storm in safety and then started for this city. The dock was reached without further incident.

BALLOON TESTS IN STORMS.

W. A. Eddy Says if There Is No Strong Advance Current, Disturbance Will Be of Great Violence.

BAYONNE, N. J., Aug. 6.—William A. Eddy's hot-air balloon, eight feet in diameter, was sent up at 4:15 o'clock Saturday afternoon as the big storm was approaching. Its course confirmed deductions Mr. Eddy had made from previous tests. The wind was slowly increasing in velocity for some time before the storm, but at the moment the balloon was released there was a temporary calm. This permitted the balloon to ascend directly into the air to an altitude of about 100 feet.

It was then caught in a current and swept slowly toward the very blackest portion of the storm. Meanwhile it kept rising until it was fully 2,000 feet above the earth. It still kept working toward the centre of the storm, instead of away from it, as might have been supposed. It continued until it penetrated the cloud or the rain falling from it.

Then it was struck by a reverse current and repelled, and it was driven downward and backward until it struck the earth again less than three blocks from the point of ascent. It landed on the lawn of Mr. Sanford at Avenue C and Third Street and was recovered by Mr. Eddy in a badly torn and soaked condition.

This was Mr. Eddy's third and most successful balloon test with approaching thunder storms. It was more satisfactory, as the storm passed directly over head instead of near by, as in the cases of the other two storms. The first balloon was sent up to meet a storm passing to the northward over Jersey City and New York. This was on July 22. The balloon ascended and was then drawn toward the approaching storm, and then downward and backward toward the south, and landed in Newark Bay, where it was recovered by W. S. Crittenden of Elizabeth, who notified Mr. Eddy.

On the occasion of the second test, on July 27, the balloon was sent up for a storm passing over Staten Island. It moved toward the storm, and then began to follow it, the storm having passed before the balloon reached the altitude of the greatest disturbance. This balloon disappeared in the clouds about 3,000 feet in the rear of the storm centre.

Mr. Eddy says these experiments tend to show that the air is drawn toward the centre of the storm until the current reaches a point close to the greatest lightning display, and then is forced downward and to the left as one faces a storm. The air, he says, starts slowly toward the storm, and then rushes forward rapidly, and then begins to descend rapidly, and goes slower as it approaches the point of departure. Two more trials are to be made, with conditions as nearly perfect as possible, to confirm the deductions made by the previous ones. Then the report in detail will be forwarded to the Smithsonian Institution.

These experiments show that when a storm approaches and does not throw out a strong advance current to break the calm, it will be one of great violence. In the case of yesterday's storm the current caught the balloon into the rain area before it was repelled. The milder storms repelled the balloon well in advance.

ST. CLOUD VICTIM IDENTIFIED.

Woman Known in the Tenderloin Precinct as Jennie Jackson.

The woman who was taken ill on Saturday morning at the St. Cloud Hotel, where she was registered by the man who accompanied her as his wife, "Mrs. Fred Welch" of Boston, and who died a few hours later at Bellevue Hospital, has been identified as a woman of the Tenderloin who was known as Jessie Jackson. In the opinion of Coroner's Physician Williams, who performed an autopsy upon the body yesterday, her death was caused by cancer, complicated by extreme anaemia. There was very little blood in the body, the doctor said, and in her weak state death might have occurred at any moment. An analysis of the stomach, however, will be made by the chemists of the Health Department to-day.

The body was identified as that of Jessie Jackson by John Hughes, a cabman, who told the police that he had frequently driven her to a house on State Street, Brooklyn, the number of which he had forgotten, but where she is supposed to have lived, and by John McNamara, proprietor of the Argyle Hotel, one of the places frequented by her. She is said to have come from San Francisco.

No trace of the man who accompanied her to the St. Cloud Hotel has been found, and it is understood that no particular effort to find him is being made, the hypothesis at first raised, that the woman was poisoned, having been abandoned by the police, as the result of the autopsy. It is assumed that when the woman was taken ill he became frightened, and being above all anxious to avoid having his name mixed up in the case, abandoned her.

WINCHELL-OBRIE AFFRAY.

Avon Beach Hotel Proprietor Denies It Took Place in His House.

Robert F. Supper, proprietor of the Avon Beach Hotel, Bath Beach, said yesterday that the affray between Harry Winchell and J. King Obrie, which occurred at the beach early Friday morning, did not take place in the dining room of his hotel, as stated in THE TIMES on Saturday. Mr. Supper declared the incident took place two blocks away from his house.

The Earth's Magnetic Currents.

From The New Orleans Times-Democrat.

"The magnetic currents that exist in the earth constitute a problem that science has done very little toward explaining," remarked a gentleman of this city who has had a great deal of experience in mining.

"Apropos of the subject, I can tell you a curious little story. Some years ago a steel drill was driven 2,200 feet straight down through a deposit of rock salt on Jefferson's Island. The object was to ascertain the thickness of the stratum, and I may say incidentally that in that respect it proved a failure. At the end of 2,200 feet, which, you know, is nearly half a mile, the bottom was apparently as far off as ever, and for all that was learned to the contrary there may be salt clear through to the Philippines. The first couple of hundred feet or so of the hole was in dirt and sand(and for that distance there was an iron pipe. The rest of the way was through beautiful hard rock salt, in which there was no necessity for piping. The drill was a steel rod a couple of inches in diameter, and made in sections, which were screwed one into the other as it went down. When the level I have mentioned was reached I was astonished to find that the drill had become strongly magnetic. If an iron tool of any sort was brought near it it would fly over and attach itself so tenaciously to the side that it could hardly be pulled loose. There was no instrument at hand for measuring the exact strength of the attraction, but it equaled that of a very powerful electro-magnet. Since then I have noticed the same phenomenon in other borings through salt. Something about the conditions seems to set up a magnetic current, or else a subterranean current is tapped. These, at any rate, are the facts."

Pittsburg's "Largest."

From The Pittsburg (Penn.) Post.

We have now the largest tonnage of any city in the world, the greatest steel trestles for the unloading and storage of ore, the largest car works, the largest air brake works, the largest car spring works, the largest railway signal works, the heaviest and most powerful freight locomotive, built here and used here on a Pittsburg line; the heaviest eight-wheel express engines, the Class L of the Pennsylvania Railroad, and the greatest number of cars and locomotives in use in any city of the world. The combined new works of the Pressed Steel Car Company at Allegheny and McKees Rocks, with the affiliated Fox Pressed Steel Truck Works, will form the largest of car manufacturing plants. The French Spring Company furnishes more springs and the best car springs in the world, and the Westinghouse Air Brake Company is equipping the world's railways with its contrivances.

Confidential Information.

Thirsty Lady—is there any water aboard?

Captain (excursion boat)—Only 'bout four feet, mum; but please don't tell anybody.—New York Weekly.

CASTORIA.
Bears the Signature of Chas. H. Fletcher.
The Kind You Have Always Bought

STRIKE IN THE SUN OFFICE

Typographical Union No. 6 Votes to Place Over $40,000 at Service of the Men.

STATEMENTS FROM BOTH SIDES

Publishers Say They Could Not Meet Demands and Maintain Their Self-Respect—Strikers Declare They Were to be Locked Out.

The strike among the compositors and stereotypers employed in the office of The Sun was ratified at a meeting of Typographical Union No. 6, which was held in Teutonia Hall yesterday afternoon, and the union voted unanimously to place its entire funds, amounting to over $40,000, at the service of the strikers. Besides this aid, the officers of the union were empowered to levy such assessments as they deemed necessary to help the men who are out of work. In addition, the International Typographical Union, the national body, sent a telegram offering to back the local union with all its funds.

Despite the absence of its regular force of typesetters, The Sun was issued at the usual time yesterday morning, though the first of the three sections was diminished to four pages. How the managers of the paper succeeded in meeting such an emergency, with only one member of the regular force on duty in the composing room, is a story which only the men who aided in the feat can tell.

The gap was filled, however, by members of the editorial staff, some of whom have "worked at the case," and some of whom could not explain the difference between a "stick" and an "em quad." Loyalty to their employers made up for a large part of this deficiency, and if The Sun yesterday was somewhat less bulky than usual, it was not because of a lack of enthusiasm among the amateurs who filled the places of the striking printers and stereotypers.

About the time there was little evidence yesterday of the existence of a strike until 6 o'clock in the evening, the hour when the compositors usually begin their work. After that hour small crowds began to gather in Park Row, but they were kept in motion by a squad of a dozen policemen whom Capt. Wredenburgh had stationed there to preserve order. There was no sign of disorder at any time during the evening, and the policemen, to quote one of them, found that "printers make good strikers."

As the evening advanced little knots of men with alert eyes took positions along Park Row and talked in low tones of this and previous strikes in New York newspaper offices. These were the pickets, sent out by the new President of the union, John H. Delaney, and their mission was to watch for non-union men who entered The Sun office in search of employment. No effort was made to deter these men from going to work, for when one of the pickets would note a friend ascending the steps. Then a quiet appeal would be made, but seldom with any effect.

EFFORTS TO FIND THE ENDEAVOR.

Rumors concerning the coming of the steamboat Endeavor, with eighty-seven non-union men from Philadelphia, served to keep up the interest. As fast as a possible landing place for the "cargo of printers," as the strikers termed it, was mentioned, scouts were sent off to intercept the newcomers and use moral suasion to prevent them from taking the vacant situations.

While the men in the ranks were thus watching The Sun office, the officials of the union were using every possible means to locate the Endeavor. A tug was chartered and sent down the bay to meet the printer-laden craft, and at 11 o'clock President Delaney stated that he knew that the Endeavor was not in the harbor, but he could not learn from his informant when or where she would land. It was also said at the office of the union that a number of members of No. 6 had boarded the Endeavor in Philadelphia, they having gone thither from this city for that purpose. At 2 o'clock this morning it was reported the Endeavor had anchored off Bay Ridge.

These men, it was expected, would use every argument to get the non-union men to affiliate with the union, so as to defeat the very purpose for which it was alleged the men were being conveyed to this city. Further, it was said that Charles William Edwards, who had engaged the men, got them aboard the steamer without telling them where they were going. This information was brought to the local union by one of its members who had journeyed on the steamer from Philadelphia to New Castle, Del.

At the office of The Sun last night an authorized representative of William M. Laffan, the publisher, said: "We have about a score of men at work in the composing room, and we will issue on Monday either a six-page or an eight-page paper—probably the latter. The Sun will meet this emergency as best it can with the means at its disposal."

"It is not true that the publisher had any intention of discharging the men. Until yesterday's newspapers mentioned Charles William Edwards I never heard of him or of the proposed bringing in of men from Philadelphia. We are very sorry that our employes, some of whom have been with us for many years, have gone out, for most of them will return to us. I can see how some of them, who are exceptionally good at handling the forms, can recover their places, but those who are only good at typesetting will never be taken back."

THE PUBLISHER'S STATEMENT.

The official view of the difficulty from The Sun's standpoint is given in the following editorial, which will appear in this morning's Sun under the caption "No Fetters Forged to Fit The Sun."

"A number of machinists were employed in one of the mechanical departments of The Sun, and it was their duty to attend to certain machines which cast type automatically. Their work was purely that of mechanics and could be performed properly by mechanics only.

A representative of the Typographical Union came to The Sun office and served notice that the union would not permit the employment of mechanics upon the machines. Compositors, he said, must take their places and the machinists must be discharged. The office manager expostulated and pointed out the fact that printers could not attend to the casting machines, which only trained mechanics could operate; the mechanics, he suggested, might be taken into the Typographical Union. That idea the Walking Delegate scouted, and he made his demand peremptory and final. There was nothing for it but compliance, and The Sun office afforded the spectacle thenceforward of a number of machines each with a compositor looking at it while it automatically performed its work.

"So long as the Typographical Union confined its energies to the mere extortion of money we thought we could afford to be indifferent, and we never betrayed any open resentment. We continued to pay weekly considerable sums that had not been earned, and we should have cheerfully maintained the practice; but when we were confronted with a cynical and brutal intimation that we must obey the orders of the Typographical Union in a wholly new and arbitrary direction, or have the publication of The Sun suspended by force, it became at once apparent that we could no longer so conduct our business and maintain our self-respect.

"We are in favor of the best wages, and we have always paid the highest wages that prevailed. We shall, we trust, always be able to do so. What we also propose is that our employes, in addition to being the best-paid men in their calling, shall be honest and self-respecting men, selling their labor as they see fit to sell it and holding themselves as men deserving to be free.

"As to our old employes, the men who have worked here for years, and whom we have known so long, we are sincerely sorry that they have left us, and we deplore the delusions that have made them the victims of the unscrupulous, corrupted, and malignant element that sways and controls the Typographical Union.

"As for The Sun there must be neither let nor hindrance in its path, neither any shadow upon its perfect independence."

WHAT THE STRIKERS SAY.

When this editorial was shown to President Delaney of the union he denied specifically that the trouble was caused by the machine scale. There had been some friction, he said, a month ago, but it had been satisfactorily adjusted. The trouble arose, Mr. Delaney said, after the men had learned that they were to be locked out, and after they had exhausted every means to avert the lock-out.

"A committee of the Allied Printing Trades' Council called on Mr. Paddock, the business manager of The Sun, on Saturday evening," Mr. Delaney said, "and asked him to deny the authenticity of a circular which had come into our possession.

"This circular was as follows:

New York, Aug. 7, 1899.

Mr. _____

Dear Sir: It is proposed to reorganize the composing room in accordance with more advanced and progressive ideas of the "art preservative" than have heretofore obtained in this establishment, and to that end all of the positions in the above-named department are hereby made vacant. From and after this date ours will be an "open office." There will be no chapel, and we reserve to ourselves the right to employ whomsoever we desire and to make such regulations for the government of our office as we may see fit.

Should you desire to re-enter our employ we will be pleased to have you file an application.

Blanks may be found at the counting room. Respectfully,

THE SUN PRINTING AND PUBLISHING ASSOCIATION.
CHARLES WILLIAM EDWARDS,
Superintendent of Printing.

"Mr. Paddock declared he could not say whether or not such a circular had been prepared in The Sun office. When we asked him if he knew Edwards he said he did, very well. When asked whether, if any such change was contemplated, he would know of it, he replied that there were many matters in the office on which he was not consulted. When the committee saw that it could get no satisfactory reply from Mr. Paddock it reported to the compositors, who had stopped work pending the negotiations, and who then left the building. This was the only alternative presented to the men to avert a possible lockout within twenty-four hours.

"Edwards was a candidate for Public Printer in President Cleveland's last term, and the Federation of Labor, at the instance of the International Typographical Union, made so many objections to him that he was not appointed. He has admitted that the union printers caused his defeat, and he has frequently said that he would 'get square' if it took him a lifetime to do so."

One of the officials of the union, in speaking of the circular quoted above, said that it had not been delivered to the men, but that copies of it were inclosed in envelopes in The Sun office on Saturday so that they could be handed to the men today. Copies of application blanks, which it is said were to be used in connection with the alleged reorganization of The Sun composing room, were shown to reporters at the office of the union last night. These contained spaces for the name, address, age, and experience of the applicant; whether married or single, union or non-union, and references.

William H. Lary, the Organizer of the Typographical Union, made a statement last night, in which he said that the dispute over the machine scale included in The Sun's editorial was adjusted after a conference which he had had with Mr. Laffan. The officials of the union refused to reply to the criticisms of the union, saying they were not worthy of an answer.

Late last night Mr. Delaney sent a letter to Mr. Laffan informing him that the officials of the union would gladly meet an authorized representative of The Sun to effect a settlement of the existing difficulty.

At yesterday's meeting of the union these new officers were installed: President—John H. Delaney; Vice President—William Perkins; Secretary and Treasurer—Jerome F. Healy.

C. W. EDWARDS'S EXPEDITION.

Boat Load of Printers, it is Said, Will be Landed This Morning.

Special to The New York Times.

WILMINGTON, Del., Aug. 6.—Charles William Edwards, who, it is said, is managing the boatload of printers that are on the way to New York City to work on The New York Sun, is the publisher of The Wilmington Evening Journal of this city. For several weeks he has been securing printers for an engagement, but it is said they were not informed where they were to go.

The men were notified by circular to meet at the Callowhill Street wharf, Philadelphia, where they took the Endeavor, a small river propeller steamer for New York. The men were offered $18 a week. Many of the printers with Edwards are said to be union men, and they did not know of any trouble at The Sun office. The intention of Mr. Edwards, it is declared, was to stay over Saturday night off the Delaware Capes and to proceed up to New York City to-day.

The plans as announced were not to land in New York to-night, but to wait until to-morrow morning when the men are to be put off at a point near the Battery, about 6 o'clock. Edwards was formerly connected with the old Printers' Protective Fraternity.

ALL QUIET IN CLEVELAND.

Military Forces to Be Withdrawn—Resistance to the Boycott.

CLEVELAND, Ohio, Aug. 6.—It is announced to-night that all the military forces will be withdrawn from Cleveland, perhaps before to-morrow night. This has been one of the quietest days since the beginning of the strike. Violence has ceased entirely and there is no apprehension of a fresh outbreak.

The action of the merchants yesterday in declaring their purpose to resist the boycott has already had its effect. The cars were well patronized to-day on the Euclid and Cedar lines and there was a noticeable increase in the number of passengers carried on other lines.

SHIP CANAL TO THE LAKES.

Proposed Waterway, 30 Feet Deep and 340 Feet Wide, from Lake Erie to the Hudson.

From Paper.

WATERTOWN, July 27.—A great deal has been said from time to time in the various journals concerning the possibility of the Government's constructing a large ship canal to connect the Atlantic with the Great Lakes, and speculation has been rife as to whether the water in the Black River would be used as a source of supply, thus depriving the manufacturers in this locality of their present power, and the operations of the surveyors who have been working in this locality have been watched with a great deal of interest, but for the peace of mind of all concerned it is now given out that the plan practically decided upon will not in any way lessen the power at present derived from Black River; in fact, will increase it, according to the ideas of some of the knowing ones.

The project was planned by George W. Rafter, recently Chief Engineer of the Rochester Water Works. By reason of his scientific work and broad experience, Mr. Rafter was retained a few years ago by the United States Board of Engineers as consulting engineer in charge of the study of the proposed canal. Since that time he has had a large force of engineers at work, sometimes as many as eighty, making surveys, observing flow of streams, computing, boring test holes, draughting, and making a series of scientific experiments at Cornell University upon the flow of water over dams, to use in the consideration of the problem before him in this work.

The report of Mr. Rafter with accompanying maps, diagrams, and tables, will make a good sized volume, and will form part of the report of the commission, which is expected to be laid before Congress at its next session. The plans of Mr. Rafter provide for a canal 30 feet deep and 340 feet wide, which is three and one-third times the depth and five times the width of the Erie Canal, to extend from Lake Erie to Lake Ontario, around Niagara Falls, leaving Lake Ontario at Oswego, through the Oswego River to Oneida Lake, and thence through the Mohawk to the Hudson River. A single lock will be 1,000 feet long, with walls over 50 feet high, from which it can be understood that the work will be one of the greatest in cost, and involving engineering problems of a magnitude never before undertaken.

To supply the great amount of water which will be necessary for this canal without injury to manufacturing industries has been a problem which has occupied a good portion of Mr. Rafter's attention and which he believes he has now solved. His plans show a great dam at Carthage, making a lake covering eighty square miles of land. It will be large enough to control the whole flow of Black River, and will secure a tremendous increase to the water power of the manufacturing concerns along its banks. From this reservoir Mr. Rafter has indicated a canal ninety miles long, as large as the Erie, to the proposed ship canal just west of Rome, and on the way down has planned a secondary reservoir in the Salmon River. This feeder canal will require the excavating of more than 20,000,000 cubic yards of earth and rock. It is hoped by the manufacturers that if the Government decides to build the ship canal that it will adopt the plans of Mr. Rafter.

Caught in a Revolving Shaft.

While at work in a factory at Avenue A and Twenty-third Street yesterday afternoon, David Gorman, thirty-five years old, of 106 West One Hundred and Third Street, was caught in a shaft and whirled several times around before the engine and machinery could be stopped. He was removed to Bellevue, where his right foot was amputated. The physicians say he has internal injuries of a serious nature.

NEW JERSEY'S TROLLEY SYNDICATE.

To the Editor of The New York Times:

As The Herald and some of the other papers have quite recently called attention to the trolley syndicate in New Jersey, and as THE TIMES had much to say on the subject this time last year, it will now be opportune to call attention to the way in which events are slowly dispelling the mists of trickery and lifting the tissue of falsehood with which it was sought to cover the attempt of a set of capitalists to mutilate all and practically confiscate parts of improved properties abutting the route which they want in Union County for a trolley.

Statements that the Legislature would never authorize such work; that the Governor would not sign such an act; that the Freeholders would never proceed under such a law; that if they did, their direct responsibility to the people would insure right conduct of the matter; that if by any chance the Freeholders failed in their duty, then certainly the courts, if appealed to, must secure private rights and justice—all these and many more similar crumbs of comfort thrown to the public from time to time have one after the other been eagerly swallowed by the timid and credulous, but cast away after painful indigestion.

So most of the people now understand why secrecy, haste, and deception were necessary to the enactment of a law last Summer, which, as it does not provide for a public necessity or even convenience, was in effect, if not in name, a piece of special legislation to gratify corporate greed. They understand how two and partly conflicting acts came to be passed and signed, and they realize what mischief the "error of an engrossing clerk" may do. They understand why the county authorities over fourteen months ago hastily snatched from municipal control more than five miles of road which ran parallel to and within 200 yards of one already in their control, and why since that seizure the municipalities from whom the road was taken have been obliged to make and pay for the repairs necessary to it. The people have learned that a "short term" lease of their property to a corporation is seventy-five years, and that some Governors sometimes will do that which they have said they will not do. The people have now learned that "valid consideration" may be construed to mean the right of a corporation to take property and at the same time the obligation of the owner to surrender it at one-tenth its value to him, and that a "fair rental" for the county to receive from a corporation for the whole of a "short term" of seventy-five years is about one-fifth of the sum which the fortunate lessee can get for his bargain. And the people have again witnessed that disgraceful spectacle which has presented when attorneys of corporations invade governing bodies of which they are not members to bully the timid and mislead the credulous into action with the venal that will betray public interests into their hands; but so far as I am aware this is the first instance, and Union County is the first place in the civilized world, where the doors of any court have been rudely and contemptuously closed to the appeals of the people to be heard. The people, however, have no knowledge or information, though they may have belief, as to how almost the entire local press have suddenly become advocates of that which they very recently opposed, and have closed their columns to all those who disagree with them.

As the golden opportunities afforded by the Legislature to the Freeholders and to the trolley syndicate in Union extend to the other twenty counties in the State, the hitherto comfortable indifference of such exclusive places as Morristown may be aroused to consideration of "Chapter 190 of the Session Laws of 1898," wherein is told how the hissing serpent may enter and possess their city, though for the nonce it rides in an automobile!

In Union County it now stretches out a gauntleted hand from Trenton, to seize what it wants—a straight road from Elizabeth to Plainfield on the north side of the Central, built at public expense and leased to the trolley for seventy-five years—while with another hand it is knocking at the doors of those and the intervening municipalities for any road it can get.

WRIGHT BABCOCK.

Fanwood, N. J., Aug. 5, 1899.

STREET RAILWAY ANNOYANCES.

To the Editor of The New York Times:

Permit me to inform E. C. Walker that "H. D. M." is not "a machinist," nor is she "old and feeble." Moreover, I have not "in mind an improvement," although I cherish the fond hope that some will be made in the present methods of transit that will materially contribute to my comfort and safety by the time I shall have reached the debilitated condition indicated.

After a constant use of cable and electric cars, by a special dispensation of Divine Providence I am still in full and active possession of all my faculties and limbs, though not an athlete. Consequently, I would never attempt the rash act of boarding a car while "borne down with parcels," nor does not have to be very "old" to know such a feat is impossible. Indeed, experience has taught us that we require all the aids nature has endowed us with in the shape of legs and arms in the endeavor to maintain our equilibrium. We cannot risk having our attention diverted a single instant by a mere parcel.

In one thing E. C. Walker is quite right, for it is true my "movements" are somewhat "hampered" by clothes, but, really, I find them quite necessary, even during the season of open cars. By no means am I "crippled" by them to the extent suggested. Surely, E. C. Walker does not propose our dispensing with skirts! Is this the only remedy he can recommend? Because the present fashion of flaring skirts rather facilitates than impedes our progress.

Possibly E. C. Walker has an interest in the present methods of transit, that he defends it so energetically, but, in spite of his protest to the contrary, two steps on the open cars are not out of the question. In fact, just at present they are decidedly in it. I have been in two other styles of open cars that are infinitely preferable, because, having only one steps, one does not have to go through a series of gymnastic performances in getting on or off, which, however entertaining to one's fellow-passengers and the public at large, are far from amusing to the principal actor.

These cars were built to enter from the end, the same as closed cars. In one the passengers sit in the middle, back to back; in the other there is a central aisle running the length of the car. This aisle affords standing room, and is pleasanter for those compelled to stand, and not offensive to those seated. But there must be numerous devices in existence to prevent the discomfort we now endure, for which E. C. Walker claims "the transit companies are not responsible."

One other thing. We all understand and thoroughly appreciate the necessity of cars maintaining schedule time and equal distances. No reasonable person complains of this. The cases I alluded to were of an entirely different nature, as "the next car" was not even in sight, and I reiterate there was no "ostensible reason" for not taking another passenger, except the disinclination of the motorman to stop his car. This frequently happens up town, in the neighborhood of their starting point, and is especially aggravating when a train is lost in consequence of the seemingly unnecessary delay.

This disregard of passengers' rights is equally bad at the Battery end of the line. Can E. C. Walker explain why the sign-board in front of cars is changed after we enter? I have had to endure this annoyance more than once—result, loss of time and temper. It is not fair to passengers who, in good faith, board a car labeled "Columbus Avenue" to find it, to their inconvenience, changed in some mysterious way to "Broadway" or "Lexington." Does anything justify this arbitrary change? It is a daily occurrence.

Yet we pay for the privilege of these discomforts. To my protest to the conductor against this sudden and unexpected change—which I only accidentally discovered, as passengers are not informed, no announcement being made—he volunteered to give me a transfer at Fiftieth Street to a Columbus Avenue car, but that does not entitle one to a seat, which I thought I had secured by getting in a car at the Battery which plainly said "Columbus Avenue." The whole system, or rather lack of it, is confusing, and seems but another instance of "the public be damned."

H. D. M.

New York, Aug. 3, 1899.

MERIDEN COMPANY,
Int'l Silver Co. Successor
Silversmiths
MADE MARK
STERLING SILVER
208 Fifth Avenue—Madison Square.
FACTORIES MERIDAN, CONN. CANADA FACTORY HAMILTON, ONT.

VOYAGES OF RACING YACHTS.

Vigilant's Performance Proof that America's Cup Defenders Are as Strong as the Challengers.

The recent dispatch announcing the sailing of the cup challenger Shamrock on her voyage to this side repeated in innuendo a statement that has been widely circulated on the other side, and which perhaps many persons on both sides of the Atlantic believe to be true. It is in effect that because the challenging yacht must cross the ocean on her bottom it must necessarily follow that she must be constructed with an eye to this duty especially, and that owing to this fact the defending yacht has an advantage at the outset, the inference being that the defenders of the trophy have not been built to stand the rigors of an ocean voyage. Mr. Froude, who is one of England's most noted naval architects, has taken part in the discussion. In the last issue of The Yachting World he is quoted as follows: "The Americans have never yet for any of the previous races built a yacht not fully as fit as any of our challengers to cross the ocean on her own bottom, while one of them, the Vigilant, actually did so under cutter rig, not the jury or ketch rig we have lately adopted."

Mr. Froude's statement is regarded as well enough so far as it goes, though as a matter of fact the Vigilant did take advantage of the easier yawl rig—easier because the applied power is brought lower. But under this rig it is recalled that the Vigilant crossed the ocean twice, doing it to the west in a little over seventeen days and beating the record for her class of craft. The Valkyrie III. was several days longer in making the passage.

While racing in English waters Vigilant ran upon the rocks several times without suffering the slightest injury except to carry away her metal centreboard. In her contests, it is recalled, she covered herself with glory by winning the Prince of Wales Cup in the race against Britannia. Now, after a period of six years, her hull plates, according to her present owner, are as good and as sound as on the day she raced against Valkyrie II.

"These convincing facts," said a yachtsman the other day, "ought to stop English critics from indulging in insinuations regarding the light hull construction of the defenders of the America's Cup; also from making it appear to their own people that they are at a serious disadvantage whenever contesting for the cup, by reason of having to build a yacht with heavier framing and deck beams to withstand the strain of an Atlantic voyage.

"As to the construction of the Shamrock, it has been impossible to learn much beyond the meagre reports in the newspapers, and if what is read between the lines can be believed, the conclusion must be reached that she is very lightly constructed, and that her builders have sacrificed everything to gain lightness, and consequently a minimum of displacement. Otherwise, why, if the reports are true, should it be necessary to give so much time and attention to bracing her before crossing the Atlantic? When the Vigilant crossed, she had diagonal stays spaced several feet apart extending from the bilge framing to the deck beams. These at the time were put in in the ordinary course of events as a precautionary measure and with very little talk about it. It is noted, however, that this same scheme has been imitated in the Shamrock."

This same yachtsman goes even further than would perhaps some patriotic Americans, in expressing the belief that the Columbia is quite as substantial a craft as the Vigilant. Said he: "In the Columbia we have a boat with a hull not less strong than that of Vigilant or Defender, built of the very best material this country can produce, and well able to make a trip across the Atlantic against any foreign yacht ever built."

THE CUP RACERS.

From The Yachtsman of London.

Whatever may be the result of the forthcoming America Cup races, it seems likely that Sir Thomas Lipton's challenge will prove the last of the matches as they have hitherto been arranged. When it becomes necessary to build such an enormously expensive vessel as the Shamrock for this one series of matches only, it is but reasonable to suppose that very few men—certainly no devotee of yacht racing—will be found willing to undertake the task. Lord Dunraven's first challenge, it will be remembered, caused the building of the Britannia, a yacht which is as stanch after six years as the day she was launched. Valkyrie II. would still be in equally good condition if she had not been sunk by Satanita. After the cup races are over Shamrock will be useless for racing in our waters, even supposing that she remains seaworthy for another season or two. Even in her "test match" with Britannia the older boat saved her Y. R. A. time allowance. What chance then would she have against Bona, Ailsa, Britannia, and Meteor? Absolutely none.

While every one is willing to give due credit to Sir Thomas Lipton for the thorough manner in which he has pursued his object, it is patent to all that the cup races have now reached a stage at which they are quite valueless to yacht racing in general, in both countries. Large craft are always naturally more scarce than small vessels, and our Yacht Racing Association has recognized this by discouraging cutters of unwieldy size, knowing that more vessels of the Bona class are likely to be built for racing.

In America a class of the sixty-five or eighty foot size might very easily be produced if such craft were available for the defense of the cup. As The Forest and Stream says, it would have been better in every way, had it been possible, for the money sunk in Shamrock to have been laid out in building a small fleet of sixty-five-footers by various designers, the best to be chosen to meet a defender of similar size. Not only would this recruit our own class, but it would have started a much-needed class in America at a time when yacht racing has become rather stagnant there. Nobody can say whether Shamrock represents the best boat that England can produce. Some may think that Mr. Watson or Mr. Payne could have designed a better boat. That question could not arise if each designer were pitted against the others.

Again, Columbia is no doubt the very best boat that Nat Herreshoff could design last Winter, but in these contests it is Nat Herreshoff toujours Nat Herreshoff. Has America no other designer of equal or greater skill? That is a hard

The Wanamaker Store.

August Possibilities

WANAMAKER'S in August is the Wanamaker's of all-the-year around, plus more possibilities in the way of economies than there is room to print in our news.

The Furniture sale leads the list in importance so far as importance lies in magnitude of offer. But it is a leader among giants. Not an item in the following columns deserves less than a first place.

From the colossal facts of the furniture offering as a whole, we select this morning for detailed mention the items of Parlor and Library pieces. For "detailed mention" we should say "general mention," for the detail we print is, in comparison with the entire truth of even this division of the stock, sketchy and inadequate. The whole truth lies in this. We have

125 styles of Parlor and Library Suits, $20 to $2,000.
15 styles of Davenport Sofas, $20 to $100.
60 styles of Couches, $7.50 to $67.50.
40 styles of Odd Parlor Chairs, $3 to $50.

And in the very important fact that

The Saving on All Averages One-third

These figures, therefore, must be taken only as suggestive examples.

Parlor Suits

$25, regularly $45—Solid mahogany; inlaid; 3 pieces.
$25, regularly $45—Solid mahogany; veneered; 3 pieces.
$25, regularly $45—Mahogany finish; inlaid; 3 pieces.
$30, regularly $60—Mahogany finish; inlaid; 3 pieces.
$35, regularly $65—Mahogany finish; inlaid; 3 pieces.
$35, regularly $60—Solid mahogany; inlaid 3 pieces.
$45, regularly $75—Solid mahogany; veneered and inlaid; 3 pieces.
$55, regularly $105—Solid mahogany; veneered and inlaid; 4 pcs.

Davenport Sofas

$20, regularly $27—Oak framed; tapestry cover.
$30, regularly $40—Mahogany finished; upholstered in red Pantasote.
$65, regularly $95—Solid mahogany; upholstered in Bokhara.
$65, regularly $98—Solid mahogany; inlaid; fancy tapestry.
$85, regularly $110—Solid mahogany; best quality of red leather.

Turkish and Fireside Chairs

$16, regularly $23—Howard arm chair; oak frame; figured velour.
$20, regularly $33.50—Fireside chair, upholstered in red tapestry.
$25, regularly $36.50—Mahogany fireside chair; pattern tapestry.
$30, regularly $40—Turkish rocking chair; embossed velour.
$35, regularly $50—Turkish chair; red leather.
$45, regularly $60—Flemish oak fireside chair; upholstered in denim.
$50, regularly $67.50—Mahogany easy chair; embossed silk velour.

Couches

$7.50 regularly $12—Upholstered divan; cover of Bagdad.
$13, regularly $19—Upholstered divan; tufted sides; Oriental cover.
$22, regularly $33—Self-opening box couch; velour covering.
$22, regularly $35—Tufted divan; figured velour covering.
$25, regularly $37.50—Upholstered divan; velour covering.
$30, regularly $45—English reading couch; velour covering.

Most Important Sale of Silks

There will be displayed in the Rotunda and vicinity to-day a splendid collection of beautiful silks, all of which are offered at prices far below their actual worth. Many are silks made for this Fall—a few are Spring and Summer fabrics, all are remarkable bargains. There are fairly large quantities throughout, but you are cautioned against delay—handsome silks at prices like these are too alluring to last long:—

At 50c. yd.—27 in. plain black Shanghai silks, Value in this lot up to 85c.
At 50c. yd.—Plain and corded taffetas; 17 kinds; beautiful colorings.
Black and white on lavender, black and white on cerise, black and white on blue, black and white on ashes of rose, black and white on ecru, black and white on reseda green, black and white on gray, white cords on nile and reseda green grounds, and all white corded effects.
These are all recommended particularly for waists and underskirts, and are all regularly 75c. to $1.25 a yd.
At 75c. yd.—Rich, fancy taffetas in medium tones; 17 kinds, Cherry and white, national blue and white, lavender and white, turquois blue and white, cerise and white, and all white, in both figures and stripes, for entire costumes, waists, linings and trimmings. Regularly $1—and a good value at that.

Men's and Women's Handkerchiefs A Windfall

Hemstitched, purest linen; made by a leading Belfast manufacturer; valuing from 16c. to 75c. each. Because of the smallest imperfections—a heavy thread, a pinhole, a knot—going for less than the cost of the flax. 12½c. each.
Broadway.

From the Far East

Ingenious carvings in stone and alabaster, the most skillful Indian workmanship; boxes, paper weights, odd artistic curios. And fancy vases, striking and ornate. All at half prices and under. These, too:
Pin trays, boxes, bowls and novelties. Large showing of bamboo and bead portieres.
Main Aisle and Basement.

Remnants of Summer Fabrics

Short lengths, but ample for waists, skirts and dresses. Put up and marked prices anywhere from one-half to two-thirds *less* than the regular.

A comprehensive collection, covering every sort of Summer fabric that you will care for, and especially strong in the imported goods.

Two tables in the Tenth Street aisle. All the remnants on a table the same price.

These at 10c. a yard.

Irish Dimities, have been 22c.
Imported Galateas, have been 30c.
Fine Penangs, have been 25c.
Dress Ginghams, have been 25c.
Scotch, have been 31c.
Organdie Raye, have been 37½c.
Printed Cheviots, have been 25c.
Fine Madras, have been 25c.
Oxford Cheviots, have been 25c.
Bayadere and Plain Madras, have been 25c.

These at 15c. a yard.

French Printed Plumetis, have been 45c.
Pineapple Grenadine, have been 45c.
Printed Linen Lawns, have been 25c.
Embroidered Scotch Swiss Muslin, have been 37½c.

Decisive Reductions, Dresses and Skirts

This is the climax to a fortissimo selling of Summer gowns and skirts. The facts need no elaboration—just look over the prices that follow, and recall what you know of "our kind" of garments. Dresses of radiant, delicate, sheer Summer stuffs, and elegant, rich piques; handsome skirts in styles innumerable.

DRESSES.
$3—Organdies that were $6 and $8; white, sheer, well trimmed.
$10—Piques and organdies that were $25 and $30. Notably elegant.
$12—Piques that were up to $45. Enough said.
SKIRTS.
$1—Linens, canvases, and burlaps that were up to $6.50. Trimmed tastefully.
$2—Piques, denims, and burlaps that were up to $8. Elaborately trimmed.
$3—White and colored piques that were up to $9. Graceful, distinguished.
At $4—An interesting, beautiful assortment of skirts that were $12.
Second floor, Broadway.

Notions—Worthy Goods, Very Cheap

Little prices always, but never so little as these for goods of such excellent quality. There will be a long table, piled high with each of the articles enumerated below, and many besides, located on the main floor, Fourth avenue. You'll find a visit there to-day interesting—profitable.

Lightweight and Rubber Lined Dress Shields, Nos. 3, 4, 5; 8c., 9c. and 10c. a pair.
Velveteen Skirt Binding, with cord edge, worth 7c. yd.; black and colors; 5 yd. piece, 15c.
Velveteen Skirt Binding with brush edge, worth 10c. yd.; black and colors; 5 yd. piece, 15c.
Brush Edge Skirt Binding, 4 yd. piece, 5c.
Women's Cotton Side Garters, black and white; 7c. pair.
Women's Silk Side Garters, black, white and colors; 10c. pair.
Women's Cotton Frilled Side Garters, fancy colors; 10c. pair.
Silk Faced Side Garters, 15c. pair.
Men's Cotton Garters, fancy colors, 5c. pair.
Men's Silk Garters, 15c. pair.
Elastic Sleeve Holders, assorted colors, 3c. pair.
Safety Pins, assorted sizes, (book of 2 doz.,) 5c.
Silk Faced Elastic Garter Lengths, fancy colors, 3c.
Featherstitch Braid, 6 yd. piece, 4c.
Pique Braid, 6 yd. piece, 15c
Corset Laces, 5 yd. long, black, white and gray, 3c. each.
Tan Shoe Laces, 1¼ yd. long, 1c. pair.
Cotton Frilled Elastic Garter Lengths, fancy colors, 3c.
Marking Cotton, red and white, 1c. spool.
Pin Books, assorted black and white pins, 3c.
English Mourning Pins, paper of 120 pins, 2c.
Imported Hair Pins, crimped and plain, package of 10 papers; 4c.
India Tape, 2c. piece.
Porpoise Shoe Laces, 1 yd. long, 3c. pair.
Gold Eyed Needles, 1c. paper.

New Silk Waists, Fall Styles

The advance guard of Autumn waists fires its first salute. The season's fashions will be beautiful if they follow this lead. Taffetas in a variety of newness. All sorts of handsome trimmings, all conceptions of design, simple and ornate; plaited, corded, and especially pretty-chiffon covered. Solid colors and fancy stripes. Prices—for a coming season,—$5 to $18.
Second floor, Fourth avenue.

An August Sale of Lamps and Globes

Time! This is an event as regular as a holiday, and its time is now.

If you want lamps, you'll never get a better chance than this, until this August selling comes around again. Look at the reductions. Half prices are generally thought low enough; but these average much lower than half.

Many of these goods are our own sample lamps, and they form the substance of the sale and the reason for it. We dispose of them each August. This year we add a number of lots from a certain good maker whose desire for clearance coincided with our own.

Bronze Banquet and Table Lamps.
Decorated Banquet and Reception Lamps.
Metal Decorative and Reading Lamps.

$18, $20 and $25 Lamps at Ten Dollars.
$10 and $12 Lamps at Five Dollars.
$4 and $6 Lamps at Two-Seventy-five.
$2.50 and $3 Lamps at One-Fifty.

Lamp Globes, Also

Less than half prices on a lot of beautiful Globes,—colored globes in green, blue, yellow, pink and brown with fine floral decorations. Sizes 10, 11 and 12 inches. Prices were $1.50 to $3.50.

Choose at $1 Each

Gas Globes

100 dozen etched gas globes, in both tulip and bowl shapes. A general clean-up of the stock gives you these at

Twenty Cents Each

They have been 35c., 40c. and 50c.
Main floor, Tenth street aisle, and Basement.

Here's for the Russet Shoes!

Every pair of women's, misses' and children's spring heel russet shoes in the store gets a new price this morning, and the result is going to be some little excitement in the shoe store in consequence.

It's a sweeping reduction that recks not of quantities, sizes or former prices. It will clear out the russet shoes in a hurry. The event occurs in the main floor shoe store. We make four lots, as follows:—

First—Women's and Misses' Spring Heel Shoes, $2

Of the women's, 309 pairs, tan and chocolate kidskin, buttoned and laced. Soles welted and stitched. Former prices $2.50, $3 and $3.50. Of the misses' shoes, 273 pairs, tan and dark chocolate kidskin, buttoned and laced. All sizes in the lot, but not complete in each style. $2.50 and $3 until this morning.

Second—Misses' Shoes, $1.60

175 pairs in dark brown kidskin, buttoned and laced. Full English toes, flexible oak leather soles. Sizes 11 to 2.

Third—Children's Shoes, $1.40

252 pairs, brown and tan calfskin and kidskin, buttoned or laced. These include what is left of the very cream of our children's shoe stock. Sizes 5 to 10½. Formerly $2 and $3.
And 250 pairs of misses' and small boys' shoes of brown goatskin; almost all laced shoes; some buttoned. Sizes 11 to 2, widths C, D, E. We will sell sizes 5 to 8 in this shoe at $1.20.

Fourth—Misses' and Children's Oxfords, $1.25 and $1

Rich colored brown kidskin, with full, broad and neat narrow toes. Sizes 11 to 2, at $1.25; 8½ to 10½, at $1. They have been selling up to now at a fourth more.

Cups, Saucers, Plates and Tumblers

There's an interesting counter on the main floor to-day, filled with attractive Austrian chinaware at most attractive prices,—in the basement, too, if that should be more convenient. Sales in both places of:

Cups and saucers and fine plates, all beautifully decorated in floral designs and with gilt, at 10c. each. Double that price for actual value.

Tumblers, also, at half and less:

A variety of sizes of thin blown tumblers, at 85c., though 60c. to $1 are their proper values. Some at 50c. doz. They are needle etched in various pretty patterns. Actual value $1 and $1.25.

JOHN WANAMAKER

Formerly A. T. Stewart & Co., Broadway, Fourth Avenue, Ninth and Tenth Streets.

LABOR'S POLITICAL MOVE

Preliminary Struggle Over a Committee on Credentials.

DELEGATES HINT AT TYRANNY

The Central Federated Union Fears that Republicans or Tammany May Capture the Convention.

The Central Federated Union had a preliminary struggle yesterday over the labor political conference which was called by it to meet this evening in Clarendon Hall. From what was said at the meeting there are indications that the conference will be a lively one, and that efforts will be made by the Republicans and Tammanyites to capture it. To guard against such attempts the meeting took the precaution to appoint a Committee on Credentials in advance.

The movement to go into political action was started by General Master Workman Parsons, who called a conference of trades union delegates to devise some means to help out the striking motormen. He changed the conference into a political meeting, and proposed that organized labor take political action to elect two Justices of the Supreme Court, who, he said, would interpret the labor laws justly, and not in favor of corporations. Mr. Parsons added that some one had promised to procure $100,000 if such a movement were started.

Most of the delegates who were present at this conference belonged to the Central Labor Federation, and at the next meeting of that body the delegates took up the subject of politics where Mr. Parsons had left it, although they had empowered him to call a political convention. They decided to go further than Mr. Parsons, and proposed to get up a ticket for the Legislature and City Council, too, and forthwith proceeded to issue a call for a labor conference, to be composed of two delegates from each bona fide labor organization to consider the advisability of going into independent labor politics.

Delegates Ride and Patterson of the Amalgamated Steel and Iron Workers brought up the subject of politics yesterday by moving that a committee be selected from the delegates who were already elected to the conference, and that such committee act as a Committee on Credentials at the conference, to keep out political heelers who might try to enter and capture the conference.

Delegate William J. O'Brien of the Granite Cutters opposed the motion, claiming that the body had no right to appoint such a committee, and offered an amendment to the effect that a committee be appointed simply to see that all delegates who came represented genuine labor organizations.

He in turn was opposed by Delegate Daniel Harris of the Cigarmakers, who said: "If this body had the right to issue the call it has also the right to select a Committee on Credentials. I agree with Delegate Patterson, who said that the Republicans and Tammany Hall can fill the hall to-morrow evening and capture the convention. They would be able to select a Committee on Credentials and then do what they like. I believe that a committee should pass on all the delegates who come, and see that only delegates of bona fide labor organizations be admitted to seats. Statements have been made by members of both those parties that they intend to capture the convention, and if they succeed the whole thing will be a fiasco. Keep out the jiggers."

Delegate Winston of the Liberty Dawn Association of Coach Drivers argued in favor of the amendment, and said it would be unfair for a committee of five to decide who should and who should not be entitled to seats. The Committee on Credentials should be appointed by the delegates themselves after they assembled.

"What are you speaking to?" asked Chairman Samuel Prince.

"Why, to the amendment," replied Winston.

"I won't entertain the amendment," said the Chair.

"Why?"

"Because this body issued the call, and it should see that only the proper persons get in."

"The call said nothing about going into politics," said Delegate O'Brien. "It was issued simply to discuss the advisability of doing so."

Winston followed with another excited speech, insisting that the appointment of a credentials committee should be left to the convention itself.

"Who's going to pay for the expenses of the convention?" asked Delegate Donnelly.

"The Central Federated Union," replied the Chair.

"Then it should appoint the committee," said Donnelly.

Delegate Daly of the Metal Polishers went briefly over the history of the movement, and then said: "If we don't take time by the forelock and see that improper men do not get into the convention, who will be able to control them if they do get in? Don't you remember the dollar dinner? We allowed the interlopers on the floor and they captured us afterward. We are the County Committee until the convention has organized."

Delegate Eugene Johnson said that the Central Federated Union represented 80 unions, and that 500 unions had been invited to send delegates to the convention. It was not fair, therefore, that 80 should control 500 unions and impose upon them a Credentials Committee.

The motion to appoint a Committee on Credentials was finally adopted, and then Chairman Prince said he would make the appointments.

"No, you won't," cried Delegate Winston. "The committee should be elected by the body."

"I tell you that I shall appoint it," thundered Chairman Prince, pounding with his gavel.

"You ought to go to Russia, where they do these things," cried a delegate.

Chairman Prince insisted on making the appointments, and rapidly called out a number of names. Several nominees declined, and finally Delegates Harris, Robinson, Patterson, Geger, and Bohm were declared appointed.

This did not please Delegate Winston, who shouted: "You have not appointed a single Knight of Labor on the committee."

"There is no distinction," said the Chair.

"But you have discriminated against the Knights," persisted Winston.

"It is all done," retorted Prince.

Then Delegate Ruben of the waiters moved that the Secretary of the Central Federated Union should call the convention to order.

"I won't entertain the motion," replied the Chair.

"Oh, go to Russia," said Winston.

"I appeal from your decision," cried Rubin.

"I move the appeal lie on the table," said Delegate Philip Kelly of the stage carpenters.

Here quite a commotion followed, and delegates shouted at each other. Kelly and Prince were said to be working in the interests of Tammany Hall, and for a time it looked as if the meeting would break up in disorder. At last the appeal was put to a vote and was declared to be lost by a majority of nine. Those opposed to Prince insisted that the majority was on the other side, and another vote was taken by a show of hands, and again the opposition cried "unfair count" when a majority against the appeal was announced.

"This is a barefaced robbery," said Delegate De Grief of the city carpenters, and he demanded the roll call. A third vote was taken by standing, and it was found that the Chair had been sustained by a majority of two. Then the meeting broke up after Chairman Prince had announced that he himself would call the convention to order.

SCHOOLS AND LABOR LAWS.

Varnishers Complain that Building Contractors Are Violating Statutes.

The delegates of the varnishers complained yesterday to the Central Federated Union that the labor laws were being violated in the public school buildings, the contractors not paying the men the prevailing rates of wages and making them work on Sundays.

Delegate Edward J. Farrell of the Concord Labor Club, who is also a member of the Board of Education, said he had been told by Superintendent of School Buildings Snyder that in two or three cases the Sunday work had been stopped. Mr. Farrell also read a letter written to himself by Mr. Snyder, stating that he had always been in favor of trades unions, and had made a successful fight against Sunday work. The letter further said that the delegates of the varnishers had failed to attend an investigation of the complaints to which they had been invited.

Here Delegate McVey of the varnishers jumped up with the words: "Mr. Snyder is an unmitigated liar. We were never invited to such a conference. The contractor is trying to bring about prison prices, and Mr. Snyder will not stop him."

Several other delegates, however, disagreed with McVey, and Delegate Farrell told the meeting of his efforts to have the unions recognized in the educational department. He offered to accompany a committee of the Central Federated Union to the schools, and to bring all violations of the building laws to the attention of the Board of Education.

Delegate Waldinger of the Empire Club of the International Association of Machinists reported that his union had expelled all the Socialists who were members. These Socialists belonged to the Vogt-De Leon faction of the Socialist Labor Party, and the union came to the conclusion that, although it did not object to the Socialists in general, it would have nothing to do with the Vogt-De Leon faction. The expelled Socialists held a meeting of their own in a hall on the west side yesterday and organized another union of their own. They will hold another meeting this week to elect officers.

NEW CLOAKMAKERS' STRIKE.

Demand 25 Per Cent. Advance and 2,000 Go Out.

The cloakmakers are striking now for an advance of 25 per cent. wages, and yesterday it was announced that 2,000 men had struck in the following factories: Bauman & Sperling, at 843 Broadway; Blumenthal Brothers & Co., at West Third and Mercer Streets, and Bauner Brothers of 126 Greene Street. Two thousand other men employed in the shops of F. S. Rothschild & Co., Rubel, Weil & Co., and A. Friedlander & Co. were reported as having obtained their demands without resorting to a strike.

The strikers established their headquarters at 158 Rivington Street, and will order other strikes to-day.

FEROCITY OF THE FILIPINOS.

Massacre and Rapine Marked the Course of Their Biggest Warship Until It Fell Foul of a Typhoon.

Special to The New York Times.

MANILA, July 2.—This Island of Luzon is so large, the country is so hilly, and at this rainy season of the year the roads are so very bad that, in spite of the fact that communication is carried on with remarkable rapidity, considering the primitive methods employed, news really travels slowly and frequently gets mired in the deep muds or extinguished by the tropical downpour long before its destination is reached. There are only telegraph lines for short distances, and but one railroad line, and that in the southwestern section of the island, from Manila to Lingayen Bay, a distance of 100 miles as the crow flies, but as the snake crawls it is about double that distance.

We hold thirty or forty miles of the line outside Manila, and the terminus at Lingayen is guarded by the battleship Oregon. As the intermediate space is controlled by the insurgents no reliable information can be depended upon by this means. This leaves the remaining 150 miles to the extreme northern end of Luzon in utter darkness as far as what is happening about Manila is concerned. Still, after remaining some little time at anchor in Manila Bay, where everything now seems to be devoted to peaceful pursuits, it is always more or less of a surprise, whenever any of the northern inhabitants are encountered, to find them so very bitter and warlike.

This may be due to what happened when the Spaniards were in control, and the extortions and hardships carried on against the natives have left scars that will require two or three generations of fair dealing and kind treatment to remove. The Spanish Government was accustomed to bestow large tracts of land upon its grandees as rewards or favors, and these properties were worked, as they were worth, the result being immense revenues.

At the northern part of the island proper is grown the very best tobacco used in the cigar factories of Manila, while on the outlying islands is found the finest grazing lands in the Philippines. Cattle raised here are noted for the greater weight and finer flavor of the meat than can be found elsewhere in these latitudes. Consequently the prices commanded in the Manila markets, where everything is centred, are far and away above what are reached by the products of other sections. Attempts were often made to improve matters, landscape gardening, and with successful efforts they were. Probably the finest residences in the islands are in the northern portion. One sees houses that cost over $20,000, and in one instance twice that sum must have been paid for a most tasteful modern dwelling.

After the autumnal spell of bad weather is over hardly any climate could be finer from November to March than that which one can enjoy away up in Northern Philippines. Just at this time, the season of the southwest monsoon, about the first thing to be sought for by small craft intending to make more or less of a stay among the ports and islands to the northward is a place having good holding ground for the anchors and sufficient protection against the fierce winds accompanying the typhoons.

The other day the Princeton, Commander Clifford H. West commanding, with her tender, the Pampanga, Ensign L. McNamee commanding, were cruising up north to see that there was no commerce and no smuggling being carried on. As the tender is rather a small craft in which to meet stormy winds a search for a harbor of refuge was among the first things to be undertaken. In going within Mauser rifle range of shore the steam launch to take soundings and find a proper anchorage a sharp fusillade was opened. As the bullets were whistling about the launch, in which Commander West himself had embarked in order, as he says, not to order anybody into danger to which he would not expose himself, some of them struck her, and signal was made to the ship and her consort to open fire. The use of smokeless powder made it difficult to tell just where the bullets were coming from until, hidden partially by the woods, intrenchments were descried with an occasional insurgent's head bobbing up behind them. A brisk fire drove the enemy out and admitted the withdrawal of the steam launch before anybody was hit.

The following day an attempt to take soundings was again made, but numbers of Filipinos had flocked to the defense of the place, and in spite of our heavy guns the defenders fired away so rapidly that it was not deemed prudent to further expose the men, enough soundings having been taken for the purpose for which the survey was undertaken.

The idea all along the coast was that our vessels were there to pillage and destroy, and that the homes must at all hazards be defended. At present they are not aware how gladly would we have them use their bolos for plowshares and go ahead with their tobacco and hemp culture.

The present Harbor Master of the Port of Aparri, who is still numbered among the insurgents, bore a very conspicuous part in the earlier days of the troubles here in which we took a hand. The atrocities committed in those days show very clearly the fierce, revengeful spirit of the native, and how little he cares for the quieter, more peaceful life of civilization as we understand it. A steamer was seized by the insurgents at the time our troubles broke out with Spain, and early in Admiral Dewey's time here this vessel came two or three times for coal. Her battery was obtained from the wreck of a man-of-war that was caught by a typhoon in an insufficiently protected anchorage in one of the northern islands, and literally twisted and torn apart on a neighboring reef. Another gun from this wreck was the one recently captured by the navy at Cavite Bay, so she has really played her part in the drama.

The insurgents and their steamer went cruising about, and wherever they could wreak vengeance on the Spaniards they proceeded to do so with a fierceness and cruelty reminding one forcibly of what our Indians used to do when on the warpath. The full weight of their wrath fell upon the inhabitants of the Spanish town of Santo Domingo, on the island of Batan, one of a group of small islands between Luzon and Formosa. They landed their full force, and put every man they could find to the sword or shot him with their revolvers. Not content with this they gave a dance that same evening in the largest of the buildings and insisted that all the bereaved women should be present. This was followed by other violence, a natural sequence to murder and drunkenness, and then the steamer left to descend upon some other equally defenseless place. She came here once only after our troubles with the insurgents began, clearing out as soon as she found that she was getting into hot water.

On a subsequent trip to the north she, too, met with a terrible storm and sought shelter in Aparri, where she was partly dismantled and taken sixteen miles up the river. Now volunteers are rising on every hand to go up there and capture her, as she is the largest craft the insurgents have. A cutting-out expedition, made up of two or three armored tugs, would be the only way to get at her, but even that would be hazardous, passing by banks lined with men armed with the Mauser. Just what will be done has not yet been decided, but as the steamer is so far up the river and not in good repair she can do very little in the way of smuggling in arms and munitions of war.

ARMS SMUGGLED TO FILIPINOS.

The United States Consul at Shanghai Renders a Decision in a Case of Filibustering.

WASHINGTON, Aug. 6.—John Goodnow, Consul General of the United States at Shanghai, has rendered a decision as referee in the consular court which will be of far-reaching importance during the continuance of the war in the Philippines. The case was in relation to the steamer Abbey, charged with taking arms from Canton to Luzon. It has been in contention for some time. The owners of the vessel gave a bond that the ship should land the arms purchased at Singapore, but she did not do so. The bond was demanded by the Chinese customs authorities. Mr. Goodnow holds that it must be paid. The importance of the decision is pointed out by The Shanghai Mercury, which says:

"The effect of the decision of Mr. Goodnow reaches much beyond the mere fact of being judgment for the plaintiff, with the penalty of the bond and the costs of the suits. Hitherto the American forces at Manila have had to fight against Filipinos well armed with modern rifles and guns, and it is no secret that the majority of these arms have been landed in the Philippines from Chinese ports. When United States consular officials have received information that cargoes of weapons were about to be shipped from China, their urgent protests to the Chinese authorities have been the means of stopping shipments.

"But when the United States officials, through want of knowledge, have been ignorant of such contraband runs, the Chinese officials have likewise been blind to these shipments, though doubtless well aware of such. It is in this respect that Mr. Goodnow has scored such an important point. On the strength of that judgment, the officers of the imperial maritime customs of China must necessarily do all in their power to stop shipments of arms to suspicious destinations. It has been decided, on the motion of the customs, that China is liable for any shipments of arms which get to the Philippines through lack of diligence or honesty on the part of the customs or the Chinese officials. Therefore the judgment in the Drew versus Sylvester case will be the means of checking the chief source of supply of arms and warlike material that the Filipinos have possessed."

The North China Daily News publishes the decision of Consul General Goodnow in full, and comments editorially upon its importance in the matter of preventing further shipments of arms to the insurgents in the Philippines, and says that it will be farreaching in its effect in stopping the sending of arms to the Filipinos.

HOW LUNA WAS KILLED.

From The Manila Freedom.

Freedom is in a position to give the first really true story of the death of Gen. Luna that has yet been published.

Gen. Luna, as is well known, has been the backbone of the insurrection. He has been especially relentless in his hatred for everything American, and has even gone so far as to imprison a great many insurgent officers and soldiers for their suspected sympathy with the American cause.

These imprisonments were without the authorization of Aguinaldo, and entirely unwarranted, and consequently made Luna unpopular with many in the army. Luna, accompanied by his Aide de Camp, Col. Romana, came to Cabanatuan, to confer with Gen. Aguinaldo, with a view to obtaining his sanction for these wholesale arrests, and to have orders issued that all men suspected of a friendly feeling toward the Americans or their cause might be severely punished. Arriving at the chief's palace, Luna demanded of a Captain, who was acting as officer of the guard, if Aguinaldo was at home, falling to refer to him as President, or General. This angered the Captain, who looked at Luna for a moment, and then, turning on his heel, remarked, "Yo no sé."

Luna stepped up to him, took him by the shoulder, turned him around, commanded him to salute and stand at attention, and proceeded forthwith to censure him in the strongest terms he could command for his discourteous conduct. While the Captain stood listening, his hand wandered to his revolver, and Luna, thinking he intended to draw, whipped out his own pistol and fired, and in much less time than it takes to tell it the Captain did likewise. Neither shot was effective, and before others could be fired, Romana interposed with his drawn sword, whereupon the Sergeant of the guard ran him through with his bayonet. The whole guard was by that time inflamed, and one struck Luna aside the head with a sword, another thrust him in the abdomen with a murderous bolo.

The guards were not even satisfied with killing Luna and his aide, but they hacked them to pieces, in their now thoroughly aroused blood passion.

And thus did Luna die—a victim of his own insane pride and cussedness.

THE NEW YORK HURRY.

Both Contagious and Infectious, but Cannot Be Analyzed.

"I've been trying to analyze the New York hurry," said a philosopher of small things yesterday, "and I can't explain it; but I know it is both contagious and infectious.

"The other day I came over from Jersey City on a 2-o'clock-in-the-morning boat. There were just eighteen passengers, for I counted them. Yet they lined up at the chain as the boat went into the Jersey slip, and the moment the way was opened, those who were in touching distance began to elbow each other and gallop ashore just as we all do when there are hundreds of us. It was the same way when we came in on this side. All of us were ranged as far forward as possible, like men waiting the word for a foot race.

"I thought over the matter then, and concluded that the performance was the expression of the New Yorker's inborn desire to get first choice, and fear that he will miss something which somebody else by being an inch ahead will get or see. But my mind is all unsettled now."

The philosopher of small things was limping slightly.

"I had an appointment in Park Row today," he continued, "and was coming down town with a full hour to spare. I was on an east-bound Twenty-third Street car, and as we neared Fourth Avenue a south-bound car on that line was passing. I ran to the front of my car, jumped from it while it was going at full speed, ran as fast as I could, and caught the Fourth Avenue car. I had a sort of triumphant and relieved feeling, as if I had saved something very important and gained precious minutes. Then I remembered that I would have to hang about and wait an hour—which I detest doing—and that I had sprained the Achilles' tendon of my right ankle and jarred myself severely.

"I don't know what I did it for. That's what I am trying to find out. I suppose at least a hundred thousand people in New York do the same kind of thing every day, and I'd like to know why we do it. What is the philosophy of the average, usual New York hurry?"

AGED MAN'S FATAL COURTING.

Death of Andrew Short Due to Unceremonious Eviction.

Andrew Short, seventy-two years old, of 313 East Forty-fifth Street, died last night in the Presbyterian Hospital from a fractured skull. He was thrown down stairs Saturday morning by Edward Riley, twenty years old, of 311 East Sixtieth Street. Riley is under arrest.

According to Riley's allegations, Short undertook to pay court to the former's maiden aunt, Miss Mary Riley. His attentions were disagreeable, and the nephew was asked to prevent him from coming to the house. He claims he warned him many times. He says he met him at the door Saturday, and, losing his temper, he pitched the old man down a flight of stairs, from the fourth to the third floor. The charge of assault against Riley has been changed to homicide.

FATAL RELIGIOUS QUARREL.

Joseph Quinn Held for the Death of Calvin Pritchard.

Calvin Pritchard, sixty-five years old, of 223 Eleventh Street, Brooklyn, died in the Seney Hospital, that borough, yesterday from the effects of a fracture of the skull. Joseph Quinn, twenty-nine years old, of 240 Eleventh Street, is under arrest, charged with causing Pritchard's death. The two men had quarreled over the subject of religion.

Quinn and Pritchard were together in a saloon at 494 Fourth Avenue, Brooklyn, on Saturday night, when they became involved in a heated argument over the respective merits of their religious beliefs. They finally went out on the sidewalk where they came to blows. Pritchard was knocked down and his skull was fractured at the base.

AGAINST RAILWAY TRUSTS

Senator Chandler Predicts They Will Prove a Calamity.

BOSTON AND MAINE'S FUTURE

Likely to Be Absorbed, He Thinks, by the New York Central or the Canadian Pacific.

CONCORD, N. H., Aug. 6.—United States Senator William E. Chandler, having his attention called to the rise in Boston and Maine Railroad stock, and the rumors about the absorption of the Boston and Maine Railroad by some other system, was asked what he thought as to the probabilities of such absorption. He replied:

"The rise in Boston and Maine Railroad stock is not remarkable. The lines of that company are exceedingly valuable. Its business is great and lucrative.

"As to the absorption of the Boston and Maine lines by some other system, there is no reasonable doubt that such absorption will take place within a short time. The New York Central Railroad, having made up its mind to take possession of the Boston and Albany, may look upon the Boston and Maine as desirable for seizure. It is characteristic of the railroad consolidations now taking place that no small line has any power of resistance against a large system whose owners make up their mind to grasp the small line. They are absolutely helpless in the presence of the huge capital and powerful lines of the great company. It is only a question whether the New York Central will desire the Boston and Maine after it has obtained the Boston and Albany. If so, the Boston and Maine will be swallowed up by the great New York combination.

"It is more probable, however, that the Canadian Pacific will seize the Boston and Maine lines. The Canadian Pacific has greater need of those lines than the New York Central will have after it obtains access to Boston through Albany. The Canadian Pacific must have access to more important seaports than those of the Dominion of Canada. It must have access to the ocean, through New England, and it not only needs that access at Portland, but also at Boston. The Canadian Pacific managers have of late largely dominated the Boston and Maine, and doubtless will soon make a move toward the possession of the latter's lines. The Canadian Pacific will not, indeed, dare much longer hereafter run the risk of seeing the Boston and Maine go into the hands of the New York Central. We may therefore expect to see for a little while a lively competition between the Canadian Pacific and the New York Central for the acquisition of the Boston and Maine lines, shortly the surrender of the latter to the ownership and control of one of the great combinations. It is impossible now to tell exactly which, but the Canadian Pacific has the most at stake, and will make the highest bid and therefore quite likely will be the winner.

"The effect of these consolidations will not, in my judgment, be for the benefit of the people, for reasons applicable to all the huge trusts that are now in formation in this country. Up to a certain point, consolidation, controlled by honest men, may be made to result in economical management, and prices to the public may therefore be kept low or reduced, but there is a wise limit to all growth. When the combinations become so big, embracing vast capital, many interests, and innumerable employes, their power, politically and otherwise, becomes so great that the managers become willful and headstrong. They also demand big salaries for themselves and great profits for their friends, and find it so much easier to secure inordinate profits by overtaxing the public than to enforce economies and reduce their taxation of the public that they inevitably adopt the former plan. Prices go up.

"This is the process that is now going on in connection with every trust, from that in baking powder to that in iron aqueduct pipes. So it will be with the larger consolidations when they get firmly fixed in power. Fares and freights have undoubtedly been very low during late years, otherwise the railroad consolidations which have already taken place would not have been tolerated; but hereafter, as the consolidation becames firmer and stronger, fares and freights are sure to be raised.

"The true interests of the public, therefore, require that consolidation, beyond a certain point, should be resisted, both by the State and National Legislatures. This it is easy to do, if these huge aggregations of capital can be prevented from capturing, by corruption or other means, the State and National Legislatures. Mr. Hanna says that the Republican Party will manage to prevent the trusts from injuring the people. In this great work I think all Republicans should cordially join. Whenever the people are in earnest, and elect members of State Legislatures, Congressmen, and Senators who can be depended upon to do their duty, unawed by influence and unbribed by gain, all injury to the community from consolidation of corporations can be prevented, and all unwieldly, enormous, and unjustifiable conspiracies against popular interests can be destroyed."

CUBA MAY BE ANOTHER HAITI.

Result of Universal Suffrage Would Be a Black Republic—The Negroes Could Carry First Election.

HAVANA, Aug. 6.—A leading Havana merchant, a Cuban having business connections with most of the cities of the island, and who claims to be well posted regarding Cuban affairs, said to-day that universal suffrage in Cuba would mean a black republic in the near future, and that the only means of preventing it would be to incorporate the island as a possession of the United States, in the form of a State, Territory, or colony. Such action would lead to American immigration, intermarriages, the enrichment of insular blood, and the improvement of the population. In his judgment Cuba is otherwise doomed to become another Haiti.

His assertions are based upon the fact that the population, which does not exceed 1,250,000, has a voting capacity of 400,000. Of this total the Spaniards number only 50,000, the white Cubans 125,000, those claiming to be white 25,000, while the blacks have 200,000 men who could vote. His theory is that more than half the Spaniards, under a system of universal suffrage, would not vote, and that the number who would exercise the right must inevitably diminish each year. The Cubans, who will no longer have the fresh blood of Spanish immigrants to draw upon, will gradually become fewer, while, on the other hand, the blacks, who thrive in this climate and are big, strong, and healthy, will increase at a rapid rate.

The result of the conditions will be, he believes, that in fifty years there will be more than 2,000,000 negroes in the island and less than 250,000 others. "Even in the first election," he declares, "the blacks could carry everything their own way, if they knew their strength."

To Pay 5,000 Cubans at Santiago.

SANTIAGO, Aug. 6.—There are nearly 5,000 Cuban soldiers in town this evening, expecting to be paid here to-morrow. The remainder of the Cuban troops in the Province of Santiago will be paid at the towns of San Luis, Cristo, Songo, and El Caney. Col. Moale, on the United States transport Ingalls, arrived yesterday with the money. All the incoming trains are crowded with Cubans.

Over a Hundred and Homeless.

Mrs. Lizzie Beyer, 102 years old, as she stated, was found ill and helpless in the doorway of the house 106 East Third Street last evening. A policeman of the East Fifth Street Station found her there. He summoned an ambulance from Bellevue Hospital. The doctor found the aged woman to be suffering from general debility due to old age. When she had been taken to the hospital it was found that although helpless and homeless the aged woman could not be said to be entirely penniless. In one of the pockets of her dress no less than 40 pennies were found, and in another pocket currency amounting to nearly $9.

Child Killed by a Fall from a Balcony.

While watching some of his playmates at play in the street yesterday William Foster, five years old, f

CAR SEVERS CHILD'S LEGS

Gracie McDonald, the 250th Victim of the Brooklyn Trolley.

RUN DOWN OPPOSITE HOME

Had Started Across the Street to Meet a Playmate—Mother Falls in a Faint Over Her.

If seven-year-old Gracie McDonald dies—and the doctors at the hospital say she cannot live—the Brooklyn trolley will have scored its two hundred and fiftieth victim. Little Gracie, hurrying to keep a tryst with a playmate, was run down by a car in front of her home on Fifth Avenue, Brooklyn, yesterday afternoon, and both her legs were cut off by the wheels. That the child was not killed instantly was looked upon as remarkable under the circumstances.

Mrs. James McDonald, the mother of Gracie, lives at 295 Fifth Avenue, with her mother, Mrs. Isabelle Miller. Until last Wednesday the McDonalds lived at 599 East One Hundred and Thirty-fifth Street, Manhattan. Mrs. McDonald's husband, James, a plasterer, disappeared about two weeks ago, and not hearing from him, she went with her three children—Grace, Maggie, five years old, and Lizzie, five months old—to the home of her mother. A family named McKenzie, cousins of the McDonalds, live across the street from Mrs. Miller.

Twelve-year-old George McKenzie volunteered to take Gracie McDonald for a walk through Prospect Park yesterday. Gracie was delighted. She could scarcely contain herself until her mother had washed and dressed her. In a neat, white frock and with hair carefully braided, she started across the street to meet George, who was waiting for her. In her eagerness and excitement she failed to notice the approach of a trolley car coming up from Coney Island. The car was No. 990 of the Fifth Avenue Line, in charge of Motorman William Stott of 360 West Sixteenth Street, Manhattan.

Stott saw the child toddling across the tracks and tugged desperately at the brake in an effort to stop the car. But the attempt was made too late. In an instant the rapidly moving car had swept down upon the girl and bowled her over. The fender brushed the fallen child to one side of the track, but she rolled back onto the rails under the body of the car behind the forward truck. The rear wheels passed over both the child's legs, severing them below the knees. The bones about the knees were also crushed and splintered by the car wheels.

John J. McManus, who lives on the first floor of 295 Fifth Avenue, rushed out, and, seizing a piece of rope from an express wagon standing near, bound up the child's limbs, in the hope of staying the flow of blood. While he was so engaged Mrs. McDonald, the mother of the child, ran screaming from the house and fell in a faint across the little girl. She was revived by a physician in the crowd which had gathered, while the injured child was removed in an ambulance to the Seney Hospital.

Stott was allowed to proceed with the car. When Capt. White of the Fifth Avenue Police Station learned later, however, that the girl was in a dying condition he telephoned to the Manhattan terminal of the bridge, and the motorman was arrested on his arrival there.

GIRL FOUGHT WITH LIVE WIRE.

Daughter of a Brooklyn Motorman Had a Narrow Escape from Death—Spectators Could Not Help Her.

Lizzie Grannan, seventeen years old, the daughter of a motorman employed by the Brooklyn Rapid Transit Company, had a narrow escape from being shocked to death yesterday afternoon by a broken trolley wire. As it was, the girl was badly burned about the hands and body.

Lizzie left her home, 1,434 Gates Avenue, with her father's dinner. She met him at Wyckoff and Myrtle Avenues, and when his car came along handed him the pail of food. As Grannan proceeded to Ridgewood with his car Lizzie started to cross the street to return to her home.

She stood for a few seconds in the middle of the street to watch her father as his car speeded along. The next instant the girl heard one of the wires over her head snap, and, looking upward, saw one of the ends dropping to the street. There was no time for escape, and, realizing her danger, the girl threw her arms above her head to protect her body.

The wire fell across her hands, badly burning them. In some way it coiled itself around her body, burning its way through her clothing. While the girl was fighting to free herself several hundred people looked on, powerless to help her, and several women fainted.

In some manner the girl managed to free herself from the wire, which was spurting a blue flame from the end, and fell to the street unconscious. She was quickly carried into a drug store, where she was revived. It was found that the girl's clothing had been burned through to the body.

TROLLEY CARS IN A CRASH.

Four Passengers Injured in a Collision in Brooklyn—Breaking Wire Cause of the Accident.

One woman was badly injured and three other persons slightly hurt in a collision between two trolley cars at Malbone Street and Franklin Avenue, Brooklyn, early last evening. The collision was the result of the breaking of a trolley wire.

Car 1,635 of the Lorimer Street line, on its way to Prospect Park, and crowded with passengers, had reached Bedford Avenue on Malbone Street when the trolley wire broke. The wire fell across the front platform of the car and coiled itself about the motor box, emitting flashes of electricity. The motorman was afraid to grasp the brake handle lest he be shocked, and the car, which was on a down-grade, went whizzing to the bottom of the slope uncontrolled.

At Franklin Avenue, the runaway car crashed into the rear end of Car 4,040 of the Nostrand Avenue line. Mrs. Georgia Ten Broeck of 327 Lorimer Street, who, with her two-year-old child, was on the front seat of the Lorimer Street car, either leaped or fell into the street and was picked up insensible. She was taken to the Kings County Hospital, where it was found that she was suffering from concussion of the brain and a probable fracture of the skull.

Three other passengers on the Lorimer Street car were bruised and shocked as a result of the accident. They were Francis Nolan, twenty-six years old, of 72 Sutton Street; Rose Rogers, twenty-four years old, of 614 Grand Street, and G. R. Hamrost, twenty-four years old, of 356 Graham Avenue. They were attended by a physician and left for their homes. The two cars were badly damaged.

TROLLEY PASSENGERS SCARED.

Fuse Under Sixth Avenue Car Catches Fire and Plays Pranks.

The fuse under trolley car No. 1,177 of the Sixth Avenue line caught fire at Chambers Street and West Broadway last night, and the crowd of passengers had a fright. Flames shot in both directions for a hundred feet up and down the slot and leaped in the space under the car until the car floor was too warm to be comfortable.

Some of the passengers left the car, but most of them remained on until the car reached the corner of Morris and Church Streets, where it flamed up again, lighting the whole neighborhood. The car following, No. 2,286, came along and pushed the other one to the Battery Place terminal, where all the passengers hurried out.

Pitched from Car in a Collision.

Trolley Car No. 601 of the Smith Street line, while on its way to Coney Island yesterday, ran into a milk wagon driven by Charles Wicks of 344 Seventh Avenue. George M. Janorin of Windsor Place and Eighth Avenue, Brooklyn, a passenger on the car, was thrown to the street and badly bruised about the head. The milk wagon was badly damaged.

Thrown While Trying to Board a Car.

George Stranton, forty-five years old, of 108½ Sandford Street, Brooklyn, is in the Brooklyn Hospital with a fractured skull, as the result of a trolley accident at Fifth and Atlantic Avenues yesterday afternoon. Stranton was attempting to board a car of the Fifth Avenue line, when it suddenly started, and he was thrown violently to the pavement. He was picked up in an unconscious condition.

Thrown from Car and Fatally Hurt.

Mrs. Kate Callahan, a domestic employed in the family of Mrs. Gordon Willis of Arrochar, Richmond Borough, was thrown from a car of the Staten Island Electric Company yesterday by, it is claimed, a jolt of the car. She struck on her head, and received a fracture of the skull. She is now in the S. R. Smith Infirmary at New Brighton, and it is not believed she can recover.

MAN KILLED, TWO CARS BURNED.

Trolley Cars at High Speed Collide Near Narragansett Pier.

Special to The New York Times.

NARRAGANSETT PIER, R. I., Aug. 6.—As a result of a head-on collision on the Sea View Electric Railroad this afternoon two cars were destroyed by fire and one of the motormen—Merrick Abbe—was instantly killed.

The cars came together at high speed halfway between Saunderstown and Wickford and about eight miles from Narragansett Pier. Matt Clark, motorman on the north-bound car, jumped and saved his life. The conductor, who jumped also, was severely hurt. Miss E. Brown, a passenger, was seriously injured and was taken to a hotel at Saunderstown, near by. The motorman who was killed leaves a wife and three children.

The other passengers on the wrecked cars jumped and saved their lives.

N. Y. YACHT CLUB'S RUN.

The Colonia Leads the Larchmont Fleet into Morris Cove—The Ariel Beats the Crusader.

Special to The New York Times.

NEW LONDON, Conn., Aug. 6.—The Colonia led the Larchmont fleet into the harbor to-day after a good run from Morris Cove. The wind was from the northwest at the start, then hauled southwest, and finally west. The harbor is full of yachts for the cruise of the New York Yacht Club, which begins to-morrow.

Summary of to-day's run:

SCHOONERS.—CLASS A.

Yacht.	Start.	Finish.	Elapsed Time.	Corr't'd Time.
Fleetwing	9:13:44	Ran aground.		

CLASS B.

Colonia	9:11:06	3:16:57	6:05:51	6:05:51

CLASS C.

Ariel	9:11:13	3:37:35	6:26:22	6:26:22
Crusader	9:15:00	4:45:43	7:30:43	7:29:49

CLASS D.

Quisetta	9:11:05	3:27:00	6:16:15	6:14:07
Katrina	9:12:03	3:26:50	6:14:47	6:14:47

CLASS F.

Gevalia	9:12:47	4:22:24	7:09:37	7:09:37
Glendover	9:15:00	4:55:50	7:40:50	7:35:09

SLOOPS.—CLASS H.

Hildegarde	9:15:00	4:33:50	7:18:50	7:18:50

CLASS K.

Vandal	9:13:28	Not timed.		

CLASS L.

Tigress	9:11:03	4:42:19	7:31:16	7:30:16
Albicore	9:11:06	4:50:15	7:39:09	7:33:24

The winners were as follows: The Colonia, a sailover. The Ariel won from the Crusader by 1:03:27. The Quisetta won from the Katrina by 40 seconds. The Gevalia won from the Glendover by 0:25:32. The Hildegarde and Vandal, a sailover. The Tigress won from the Albicore by 0:02:08.

The Narada and the Electra to Sail.

NEWPORT, Aug. 6.—The Narada will sail at an early hour to-morrow morning to join the New York Yacht Club cruise. Among the guests of Henry Walters are Pembroke Jones, Mr. Newcomb, George De Forest Grant, and M. V. Davis. The steam yacht Electra also will join the fleet to-morrow morning, having on board, besides Commodore Gerry, his son, Peter Goelet Gerry, the Hon. Daniel B. Fearing, Stephen Peabody, Dudley Field, G. G. Haven, and Alexander McVey. On the Carmita were W. K. Vanderbilt, Jr., and Arthur T. Kemp.

ROWING ON THE HARLEM.

One of the Liveliest Days of the Season and Many Crews Out.

Harlem River oarsmen turned out in full force yesterday, and from sunrise to sunset the river was alive with racing and pleasure craft of every description. Anticipating a hot day, the members of the various clubs began to arrive at the boathouses as early as 7 o'clock, and by 8 there were several crews on the water taking their regular morning practice spin. The majority of the crews who are training for the Middle States regatta did their work in the morning and devoted the remainder of the day to pleasure rowing.

At the boathouses the small craft were in great demand, as the four, six, and eight-oared barges had been captured by the early arrivals, who made trips up the Sound to College Point and other places of interest, carrying a full complement of passengers. The favorite resort was College Point, where crews from the Nassau, Lone Star, Wyanoke, Dauntless, and Nonpareil Clubs landed. On the return trip there was a very pretty race for about a mile between the barges. The Nassau crew took the lead after the first half-mile had been rowed, and held it, reaching their boathouse at least fifteen minutes ahead of the other crews, who rowed leisurely in seeing that they were beaten. The Nassau crew was composed of Dr. Hermann, bow; McCrodden, No. 2; Bacon, No. 3; Collard, No. 4; Toop, No. 5; La Gost, No. 6; J. Woore, No. 7; De La Vergne, stroke, and Capt. Mackay, coxswain.

The Nassau men also surprised the frequenters of Scullers' Row yesterday by launching an eight-oared shell which was manned by Osenkop, bow; Bacon, No. 2; Siviley, No. 3; H. Cleaver, No. 4, Crewe, No. 5; De La Vargne, No. 6. Toop, No. 7; F. Smith, stroke; Mackay, coxswain. This was about the second time the shell had been overboard this season, as the members prefer barge rowing, but for a green crew they made an excellent showing.

There was an unusually large attendance of members at the Metropolitan Rowing Club House during the afternoon. This was due in part to the fact that an election was to be held, and all desired to be on hand to vote for a new Captain, who is the moving spirit of a rowing club. There was only one candidate in the field, Claude Haines, who was elected without a dissenting voice. Charles McDermott, formerly of the Hudson Boat Club, was elected Lieutenant. It was also decided to hold a club regatta during the first week in September, and the Captain, Lieutenant, and W. H. Dunn were appointed to make the necessary arrangements. After the meeting the eight and four oared barges were launched and manned by the following crews, who, with a number of passengers, made a trip up the river: Eight Barge—Pennyfeather, bow; Meyers, No. 2; Murphy, No. 3; Slater, No. 4; Peckingham, No. 5; Liphart, No. 6; Chicheno, No. 7; O'Regan, stroke, and Draddy, coxswain. Four Barge—O'Regan, bow; Gallagher, No. 2; Haines, No. 3; Droege, stroke; Ruddy, coxswain.

The Harlem Rowing Club had several crews on the water, among them being Mase and Maher in a pair-oared shell.

Several crews from the Hudson River and Long Island clubs visited the Harlem, and altogether it was one of the liveliest days on the water so far this season.

TAX ON REAL ESTATE OF BANKS.

New Jersey Assessors Discover Property in that State Is Exempt.

TRENTON, N. J., Aug. 6.—The Trenton Assessors have made a discovery that real estate owned by banks is not subject to taxation. The law passed last Winter provided that in taxing bank property only bank stocks shall be assessed. Heretofore the real estate has been assessed against the bank and allowance made for the same in determining the assessed valuation of the bank stocks.

Objection to the new law comes from the fact that a large portion of the tax heretofore paid on real estate will now be paid indirectly into other municipalities. An effort will be made next Winter to have the Legislature restore the old method of making assessment.

Mrs. L. H. Pickens Critically Ill.

AUGUSTA, Ga., Aug. 6.—Mrs. L. H. Pickens, widow of South Carolina's war Governor, who was at one time Minister to Russia, is lying critically ill at her home at Edgewood, near Edgefield, S. C. Mrs. Pickens, who is suffering from paralysis, is one of the most noted women in the history of the South.

BROOKLYN JOCKEY CLUB.

Entries for the Stakes of 1899, 1900, and 1901 to Close Aug. 15.

The Brooklyn Jockey Club announces that the entries for the stakes of 1899, 1900, and 1901 offered by the club, to be run at the race course at Gravesend will close a week from to-morrow, Aug. 15. The list of events and prizes is a very attractive one, as follows:

STAKES FOR AUTUMN MEETING, 1899.

For All Ages.—Oriental Handicap, $2,500, one mile and a quarter; Occidental Handicap, $1,500, one mile and a furlong; First Special, $2,500, one mile and a quarter; Second Special, $2,500, one mile and a half.

For Two-Year-Olds.—Prospect Handicap, $2,500, six furlongs; Willow Stakes, (for fillies,) $1,000, five and one-half furlongs; Albemarle Stakes, $1,000, five and one-half furlongs; Algeria Stakes, $1,000, five furlongs; Holly Handicap, $1,000, five and one-half furlongs; Flatlands Stakes, $2,000, five furlongs.

For Three-Year-Olds. — Standard Handicap, $2,500, one mile and a furlong; Monarch Stakes, $1,500, one mile and a sixteenth; Oceanview Handicap, $1,000, one mile and a sixteenth; Parkville Handicap, $1,000, six furlongs; Seabreeze Stakes, $1,000, one mile and a sixteenth.

For Three-Year-Olds and Upward.—Speculation Stakes, $1,000, one mile and a sixteenth; Bayshore Stakes, $1,000, six furlongs.

For Steeplechasers and Hurdlers.—Hitchcock Steeplechase, $1,200, about two and one-half miles; Kings Highway Hurdle, $800, one mile and three-quarters.

FOR TWO-YEAR-OLDS IN 1900.

(To be run at the Spring meeting of 1900.)

Great American Stakes, $12,500, five furlongs; Tremont Stakes, $10,000, six furlongs; Expectation Stakes, $5,000, four and one-half furlongs; Hudson Stakes, $3,500, five furlongs; Criterion Stakes, (for fillies,) $3,500, four and one-half furlongs.

(To be run on the first day of the Autmun meeting of 1900.)

Junior Champion Stakes, $15,000, six furlongs.

FOR THREE-YEAR-OLDS IN 1901.

(To be run at the Spring meeting of 1901.)

Brooklyn Derby, $10,000, one mile and a half; Carlton Stakes, $5,000, one mile; Gazelle Stakes, (for fillies,) one mile and a sixteenth.

NEWS OF THE CRICKET PLAYERS.

Standing of Clubs in the Metropolitan and New York Leagues.

The race for the cricket championship of New York is nearing an end, but the games continue to be fought out with spirit and enthusiasm. This fact was demonstrated by the match on Saturday last, when the New York Club continued batting after the storm. The victory thus obtained gave them the lead over Staten Island, who have now gone back to fifth place.

In the games of the New York Cricket Association, Paterson preserves its lead with a clean record of victories, and it is highly improbable that the team can now lose the pennant. The records:

METROPOLITAN LEAGUE.

	P'd.	Won.	Lost.	Dr'n.	P.C.
Knickerbocker A. C., Team A	7	5	1	1	.833
Knickerbocker A. C., Team B	7	5	1	1	.833
Manhattan	7	3	2	2	.600
New York	7	3	4	0	.428
Staten Island	5	2	3	0	.400
Newark	6	0	6	0	.000

NEW YORK CRICKET ASSOCIATION.

	P'd.	Won.	Lost.	Dr'n.	P.C.
Paterson, Team A	7	5	0	2	1.000
Manhattan II	6	2	1	3	.666
Kearny	7	3	2	2	.600
Brooklyn	9	3	4	2	.428
Kings County	9	2	5	2	.285
Paterson, Team B	6	1	4	1	.200

In the contest for the individual averages of the league, the changes for the week have been immaterial, but in the association series, W. Bunce of Paterson has wrested first place from Archie Brown of Brooklyn.

BICYCLE RACES AT VAILSBURG.

Crowd Misunderstood Terms of Pursuit Event and Hissed Winner.

Special to The New York Times.

NEWARK, Aug. 6.—The most interesting event of the regular Sunday meet at the Vailsburg bicycle track this afternoon was an inter-city pursuit race. Teams from Newark, New Haven, Philadelphia, and New York were entered. By the terms of the race each contestant had to drop out when overtaken, so that the man who lasted longest would be winner. From the crack of the pistol it was evident that the Philadelphia team, in which was Teddy Goodwin, the kingpin of pursuit racers, was too much for the others. It took them only six and a quarter miles to turn the trick.

The crowd misunderstood the terms of the race, and when Goodwin was declared winner there was a torrent of hisses, punctuated with yells of "Robber!" A few excited individuals jumped over the barrier and made a bluff at jostling Referee Wills, but they retreated ingloriously before the charge of a fat New Jersey policeman.

In the five-mile professional there were three or four spills, but no one was hurt except "Billy" Sims of Washington, who was badly, though not seriously, bruised. The summaries:

One-Quarter Mile, Novice.—Won by C. Crowleigh, Newark; M. J. Connolly, Lyndhurst, N. J., second; F. J. Finley, Jr., Newark, third. Time—0:34 2-5.

Half-Mile, Amateur.—Won by Harry Kusel, Philadelphia; E. C. Hausman, New Haven, second; Walter Babb, Paterson, third; A. T. Nye, Jr., New York, fourth. Time—1:06 4-5.

One-Quarter-Mile Handicap, Professional.—Won by M. Apgar, Madison, N. J., (35 yards;) Bob Miller, Galveston, Texas, (20 yards,) second; Iver Lawson, Chicago, (5 yards,) third; Billy Sims, Washington, (20 yards,) fourth. Time—0:30 1-5.

One-Mile Handicap, Amateur.—Won by Floyd Krebs, Wyoming, N. J., (120 yards;) Harry Behlert, Brooklyn, (140 yards,) second; W. F. Wahrenberger, New York City, (scratch,) third; E. C. Hausman, New Haven, (scratch,) fourth. Time—2:07 1-5.

Five-Mile Handicap, Professional.—Won by Otto Maya, Erie, Penn., (250 yards;) Charles Hadfield, Newark, (200 yards,) second; O. V. Babcock, New York City, (200 yards,) third; W. H. Hicks, Jr., Brooklyn, (250 yards,) fourth; H. T. Allen, London, England, (350 yards,) fifth. Time—11:16 1-5.

Unlimited Pursuit Race.—Won by Harry P. Kusel and Teddy Goodwin, Philadelphia, (scratch;) W. H. Wahrenberger and J. P. Jacobson, New York City, (330 yards,) second; Arthur Ross and John King, Newark, (220 yards,) third. Distance—6¼ miles. Time—14:08 1-5.

CRICKET GAME WITH CANADA.

The United States Team Is Made Up Largely of "Colts."

Special to The New York Times.

TORONTO, Ontario, Aug. 6.—The annual cricket match between Canada and the United States will begin here to-morrow morning, and will be continued on Tuesday and concluded on Wednesday. The game has aroused considerable interest here, as the Canadian team is considered the strongest eleven that has ever represented the Dominion.

The United States eleven is made up, for the greater part, of "colts," and their selection for this important game indicates that the younger element in American cricket is forging ahead. The game will be played on the grounds of the Toronto-Rosedale Club, at Rosedale. The following are the teams:

Canada.—H. B. McGivern, (Captain,) M. G. Bristowe, A. G. Chambers, W. H. Cooper, J. H. Forrester, P. C. Goldingham, J. M. Laing, G. S. Lyon, H. C. Hill, D. W. Saunders, and W. E. McMurtry. Substitutes—J. L. Counsell, W. E. Baker, and J. L. Somerville.

United States.—P. H. Clarke, (Captain,) N. Z. Graves, W. P. O'Neill, F. W. Bates, and W. L. Freeland of the Germantown Cricket Club; H. E. Thayer, J. H. Scattergood, and W. S. Hinchman of the Merion Cricket Club; W. E. Goodman, S. G. Climenson, and J. H. Mason of the Philadelphia Cricket Club. Substitute—J. H. Henry of Germantown.

American Canoe Meet on Hay Island.

GANANOQUE, Ontario, Aug. 6.—The twentieth annual meeting of the American Canoe Association is being held on Hay Island, in the St. Lawrence River, not far from Gananoque. The indications are that it will be the most successful two weeks' encampment in the history of the association. This is the second day of the camp. Fifty-seven campers are already in attendance, and forty-five tents have been erected.

ON THE BASEBALL FIELD.

Cincinnati Wins Two Games, Cleveland and Chicago Win One Each.

How the Clubs Stand.

Clubs.	Won.	Lost.	P. C.
Brooklyn	61	30	.670
Boston	57	34	.626
Philadelphia	56	37	.602
Baltimore	53	38	.582
Chicago	51	41	.554
St. Louis	51	42	.548
Cincinnati	50	42	.543
Pittsburg	47	45	.511
Louisville	41	49	.456
New York	35	53	.398
Washington	34	60	.362
Cleveland	17	80	.175

Results of League Games Yesterday.

Cincinnati, 4; St. Louis, 2.
Cincinnati, 9; Louisville, 6.
Cleveland, 10; Chicago, 9.
Chicago, 9; Cleveland, 5.

Games To-day.

New York in Brooklyn.
Washington in Boston.
Baltimore in Philadelphia.
St. Louis in Pittsburg.
Cleveland in Chicago.

Cincinnati Wins Two Games.

CINCINNATI, Aug. 6.—The Reds won both games of their double header with Louisville and St. Louis to-day. The team has now won ten straight games. The Colonels, because of Powers's miserable work behind the plate, really lost the game in the opening inning. In the second game the Reds made their hits at the right time, while Breitenstein was invincible. Scores:

FIRST GAME.

Cincinnati	4	1	0	0	1	0	0	3	—9
Louisville	2	1	1	0	0	0	1	1	0—6

Base hits—Cincinnati, 12; Louisville, 9. Errors—Cincinnati, 2; Louisville, 3. Batteries—Cincinnati, Peitz and Phillippe; Louisville, Powers and Zimmer and Dowling and Cunningham. Umpires—Messrs. Mannassau and McGarr.

SECOND GAME.

Cincinnati	0	0	0	0	2	1	0	1	—4
St. Louis	1	0	0	0	0	1	0	0	0—2

Base hits—Cincinnati, 5; St. Louis, 3. Errors—Cincinnati, 2. Batteries—Cincinnati, Peitz and Breitenstein; St. Louis, Schreckengost and Powell. Umpires—Messrs. Mannassau and McGarr.

Chicago vs. Cleveland.

CHICAGO, Aug. 6.—Chicago and Cleveland "split even" to-day. Pitcher Phyle's poor work gave Cleveland the first game, his wildness being followed by a bunching of hits. Garvin had the Clevelands at his mercy in the second game until the game looked safe, and then "let down" and was found freely at the finish. Donahue's batting was the surprise and feature in both games. Attendance, 14,000. Score:

FIRST GAME.

Cleveland	0	5	3	0	0	0	1	1	0—10	
Chicago	0	0	1	0	1	3	1	0	3—9	

Base hits—Cleveland, 14; Chicago, 14. Errors—Cleveland, 4; Chicago, 0. Batteries—Cleveland, Sugden and Schmidt; Chicago, Donahoe and Phyle. Umpires—Messrs. O'Day and Smith.

SECOND GAME.

Chicago	2	0	2	1	0	0	0	4	—9	
Cleveland	0	0	0	0	0	0	0	1	4—5	

Base hits—Chicago, 14; Cleveland, 12. Errors—Chicago, 4; Cleveland, 1. Batteries—Chicago, Donahoe and Garvin; Cleveland, Sugden and Cullifiawer. Umpires—Messrs. Smith and O'Day.

Other Games.

At Rome—Rome, 14; Schenectady, 3.
At Montreal—Montreal, 10; Syracuse, 9.
At Rocky Point, R. I.—Providence, 17; Washington, 6.
At Detroit—Buffalo, 14; Detroit, 5.
At Newark—Lancaster, 1; Newark, 0, (first game.) Newark, 11; Lancaster, 2 (second game.)
At Utica—Utica, 6; Albany, 5.

Polo to be Revived at Newport.

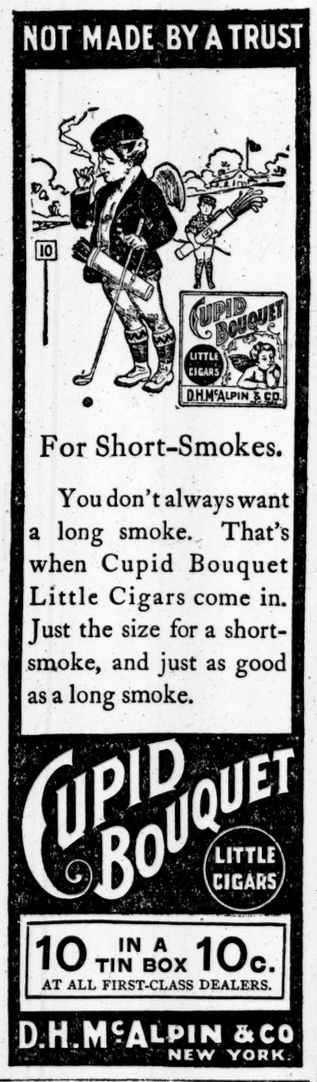
Special to The New York Times.

NEWPORT, Aug. 6.—Polo will be revived Thursday afternoon by the Westchester Club, who will play for the Newport cups with the Freebooters of Philadelphia. The match will attract the entire Summer colony. The Westchester Club will expend a large sum of money for the erection of a clubhouse and other buildings, and for the completion of the grounds, which are not in permanent condition.

Golf Match on the Newport Links.

Special to The New York Times.

NEWPORT, Aug. 6.—The result of the second handicap match on the Newport links for club cups on Saturday resulted as follows: Class A—Won by William Payne Thompson, by the score of 85, 10, 75. Other scores were F. O. Havemeyer, 87, 3, 82, and Fred P. Sands, 92, 10, 82. Class B—Won by J. R. Livermore, by the score of 105, 18, 87. The next best score was made by F. R. Sedgwick, 106, 18, 88.



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August Sale of Blankets.

It may seem a strange time in the year to buy Blankets, but nevertheless it is an economical time. For several months we have been preparing for this advance sale of Blankets, and have succeeded beyond our expectation in securing desirable goods to sell at a low figure. Buy your Winter supply of blankets and save money.

Three very special numbers in Cotton Blankets:

Lot 1—Cotton Blankets, 10-4, good weight 39c

Lot 2—Cotton Blankets, 11-4, fine quality 79c

Lot 3—Cotton Blankets, 11-4, California finish, extra heavy . 89c

Blankets, 11-4, sold elsewhere as all wool, our price . . $2.19

Blankets, 11-4, extra heavy, assorted borders; sold elsewhere as all wool, our price . . $2.41

Blankets, 12-4, very heavy and fine, assorted borders . $4.24

Blankets, 12-4, extra heavy, assorted borders . . $5.63

Blankets, 11-4, California wool, pretty borders . . $3.74

Blankets, 12-4, fine California wool, extra quality . . $6.24

Blankets, 12-4, extra fine quality, California wool . $7.49

Finer grades at prices proportionately low, ranging upward from $9.07 to $16.24

Two Blanket Specials which we procure in a limited quantity every season and which we offer at prices very much lower than elsewhere:

Blankets, 10-4, very heavy, assorted borders; with manufacturer's slight imperfections; cannot be bought elsewhere for less than $2.50 to $3.00; our price . . . $1.99

Fifteen cases of all-wool Blankets, 11-4, assorted borders, worth $4.25, our price . . . $3.24

Silks.

Fine Taffeta Silk, deep rich black of brilliant lustre, full 27 inches wide, excellent value for $1.00; our special price 79c.

One thousand yards cream white Japanese Habutai Silk, 30 inches wide, will wash like linen; splendid value at 48c.

All silk Pongee, new shades of blue, with polka dots and stripes, 32 inches wide; special at 49c.

Clearance Sale of Wash Skirts.

Closing out the balance of our stock of Women's Wash Skirts. All made of best quality Summer fabrics—Linen, Denim, white, blue and black Piques—all this season's goods and latest styles.

Skirts that were $1.63 to $2.28, to close at $1.24.

Skirts that were $2.93 to $3.89, to close at $1.89.

Skirts that were $4.63 to $5.21, to close at $2.19.

Skirts that were $5.86 to $7.49, to close at $2.74.

Women's Dress Skirts.

Women's Skirts, made of good quality black brilliantine, tailor made, lined with percaline, $3.91.

Women's Skirts, made of excellent quality black cheviot, habit effect, fastens on side or at back, lined with percaline, $4.98.

Women's Waists.

Satin-striped white lawn Waists, large pearl buttons; also fine quality pique Waists, large pearl buttons, all "Derby" brand, worth from $1.50 to $1.75; our price, 59c.

Kimona Dressing Sacques.

Fifty dozen sheer lawn Kimonas, in pale blue, pink and white, the one dollar quality at 49c.

Linens.

Checked Glass Towelling, 17 inches wide, 7c.; 24 inches wide, 9c.

Hemmed Huck Towels, all linen, size 17x32 inches, 10c.; size 18x35 inches, 11c.

Hemmed Huck Towels, all linen, with damask borders, size 21x39 inches, 19c.

White Turkish Towels, size 21x48 inches, 12c.; size 24x50 inches, 24c.

Cream Turkish Towels, size 23x50 inches, extra heavy, 18c.

8-4 Fancy Venetian Table Covers, in red and blue, 99c.

Muslin Underwear.

Corset Covers, made of cambric, T-shaped yoke back and front, trimmed with tucks and wide embroidery, 18c.

Drawers, made of muslin, lawn umbrella ruffle, wide lace edge, 29c.

Night Gowns, made of muslin, trimmed with tucks, four rows of inserting and fine embroidered ruffle, 49c.

Night Gowns, made of muslin, square yoke, trimmed with four rows of inserting and wide embroidery, 58c.

Night Gowns, made of cambric, V-shaped yoke, trimmed with tucks, four rows of lace inserting, two rows of embroidery inserting and lace ruffle, 58c.

Furniture—In Annex.

Garden Benches, frame made of hardwood with iron braces, 59c.

Parlor Tables, large quartered oak top and lower tray, metal claw feet and glass ball, $1.99.

Bamboo Tea Tables, 24x24 in. top and lower tray, covered with grass cloth, $2.34.

Morris Chairs, made of solid oak, brass rod, reversible cushions covered with denim, $2.24.

Oak Rockers, extra large size, high back, full arms, wood seat, $2.74.

Couches, full size, all spring edge, four rows deep tufting, covered with velour or corduroy, in your choice of colors, $5.99.

Couches, hardwood frames, covered with glazed cane, cool and comfortable, $5.49.

Box Couches, full size, all spring edge, covered with plain or figured denim, in your choice of colors, $5.49.

China Bargain Tables.

Main Floor, Main Building.

Of unusual interest this week are our offerings of French and Carlsbad China Decorated Dinner Ware of the better grades. We will sell them at prices usually asked for plain white ware.

Cut Glassware.

High grade, richly cut Glassware at midsummer prices:

Salts and Peppers, 39c.
Bonbon Dishes, $1.97.
Water Pitchers, $2.87.
Salad or Berry Bowls, $2.97.
Water Carafes, $2.93.
Celery Trays, $3.49.
Decanters, $3.97.

Sterling Silver

at one-half to one-quarter regular prices:

Orange Spoons, Butter Picks, Butter Spreaders, Gravy Ladles, Cream Ladles, Sugar Sifters, Olive Forks, &c., &c.

Some of the above are enamelled and gold plated; your choice at 69c.

Housefurnishings.

Gray Steel Enameled Ware—First quality only:

Tea and Coffee Pots, 2 quart size, 19c.
Lipped Sauce Pans, 3 quart size, 12c.
Covered Buckets, 4 quart size, 14c.
Preserving Kettles, 8 quart size, 19c.
Dish Pans, 14 quart size, 23c.
"Dresden" Sauce Pans, 4 quart size, 24c.
Tea Kettles, 7 inch size, 29c.
Rice or Milk Boilers, 2 quart size, 29c.

English Steel Carvers, stag handles, 49c.
"Rogers" Nickel Silver Tea Spoons, per set, 33c.; Table Spoons, per set, 66c.
"Colonial" Slicers, 24c.
Wood Fibre Water Pails, 19c.
Toilet Paper, 1,000 sheets in a roll, 4c.
"Handy" Ironing Wax, 1c.
Pure Beeswax, quarter pound, 12c.
Orangewood Toothpicks, per bundle, 9c.
All Bristle Dust Brushes, 17c.
Whisk Brooms, two sewed; enameled Handle, 9c.
"Home Use" Cloudy Ammonia, pint, 10c.

Grocery Specials.

Crackers, finest quality, fresh baked, put up in one pound packages:

Saltines, regular price 15c.; this sale 10c.

Waferettes, regular price 15c.; this sale, 10c.

Thin Sodas, regular price 10c.; this sale, 7c.

Graham Wafers, regular price 15c.; this sale, 12c.

Five o'Clock Teas, regular price 19c.; this sale, 15c.

Pure Fruit Jams, made of fresh fruit and granulated sugar, one pound glass jars.

Raspberry, strawberry, gooseberry, pineapple, red currant, apricot, greengage, peach, pear, damson, raspberry-and-red-currant, red cherry, white cherry, quince and blackberry; our regular price 15c., this sale 10c.

Mackerel, No. 2 Shore, ten pound kits, full weight, 99c.

Laundry Starch, "Argo Gloss," snow white, five pound box; our regular price 23c., this sale 17c.

Laundry Soap, extra quality, box of sixty bars; our regular price $2.39, this sale $1.99.

Wines and Liquors.—In Annex.

Old Pepper Whiskey, five years old; our regular price per bottle 49c.; this sale, 39c.

Hunter Rye, original bottling, per bottle, 99c.

Claret—Strictly pure selected old California Wine, regular price, case, quarts, $2.34; gallons, 69c.; this sale, case, quarts, $1.99; gallon (jug free), 49c.

Port, Sherry, Angelica and Muscatel, regular price 84c. per gallon (jug free); this sale, 64c.

Sweet Catawba, finest quality, per gallon (jug free), 89c.

IN THE REAL ESTATE F

The New York Times.

"All the News That's Fit to Print."

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THE NEW GOLD CERTIFICATES.

In the United States Treasury at Washington and in its branches there is a stock of gold amounting to $245,000,000. The New York City banks hold $165,000,000 in gold. This accounts for $410,000,000 of the country's stock of gold, which is more than half of the total supply credited to this country by the most liberal estimates.

The Treasury announces that it is about to resume the issue of gold certificates. An issue of ten millions has been ordered. It is generally understood that this step has been taken to provide currency to meet the demand occasioned by the cost of "moving the crops." The Treasury has substantially no paper money—less than $20,000,000 all told. It can spare none of that. The only thing it can do to relieve a distressed country is to issue gold certificates.

It looks very plausible, but on examination the theory of the thing does not appear to be quite clear. Gold certificates in denominations of twenty dollars and multiples of that sum up to ten thousand dollars are not exactly the kind of paper currency that is required to buy wheat of the farmers and pay the freight bills for its shipment to the seaboard. But it is thought that the banks will gladly accept gold certificates for their reserves and give up legal tenders. That looks plausible, too. The New York banks hold $55,000,000 in legal tenders—a sum that would go far in moving the crops. But the Treasury is going to issue only $10,000,000 in gold certificates. Ten millions to move a crop worth from $150,000,000 to $200,000,000—that is, the part of it that is to be moved—seems inadequate. Of course, money is a mechanism that can be used many times over in performing work of this kind. But, really, considering the enormous volume of business that is being done in this country at the present moment, and considering also the specie holdings of the Treasury and the banks and the appreciable shortage of paper currency, an issue of ten millions of gold certificates by the United States Treasury with the intention of relieving the stringency is a step so far removed from the sublime that it is in danger of appearing slightly ridiculous.

A little study of the curious behavior of the exchange rate, which clearly enough indicates that nothing short of very high money rates in London can prevent gold imports on a considerable scale, might have made the Treasury somewhat bolder in adopting a policy when it felt called upon to come to the relief of the country. It is time that the fact was understood in Washington that this is no longer a ten-million-dollar country.

The fundamental absurdity, of course, is that the Treasury should need to concern itself about the supply of paper money. If we had a proper currency system the needs of business would regulate the supply of the circulating medium without recourse to the Treasury.

FOR A COURT OF CRIMINAL APPEAL IN ENGLAND.

It would indeed be singular if the Dreyfus case should be the indirect cause of a more enlightened and just criminal procedure in England. Such an event seems by no means improbable. England has no Court of Criminal Appeal. La Patrie of Paris, taking the Maybrick case as its theme, taunts her with the fact.

Theoretically, France, with her Cour de Cassation, is more able to correct an error of justice than England, where there is no remedy for unjust convictions in criminal cases save the intervention of the Home Secretary. Several years ago Sir HENRY JAMES, before he became Lord JAMES of Hereford, agitated the need of a Court of Criminal Appeal, and a committee was appointed in the House of Commons to look into the matter. Nothing came of it, however, and now the London journalists who have taunted France about the Dreyfus case find it somewhat difficult to reply to the taunt of La Patrie. At any rate, the agitation for a Court of Criminal Appeal has been revived in England. There is evidence of a strong feeling in the legal profession favoring such a court.

Although the point of La Patrie is well taken, its attempt to hold up the Dreyfus case before the eyes of Englishmen as a rebuke to their criticisms of French procedure is ridiculous. The scorn that has been turned upon France was provoked because the rights of the individual were made inferior to State policy, to a certain institution, even to the prejudice of party and of race. According to Anglo-Saxon law the rights of the individual are deemed superior to State policy. Our courts even assert their privilege to control acts of government ending to deprive the individual of his rights. In France and in other Continental countries the individual must ultimately look to the Government for protection; in the United States and in England he appeals to the courts. Had not the French Government first set in motion the Cour de Cassation DREYFUS could have had no possible legal redress. This is the distinction that the writer in La Patrie has evidently overlooked. However, it has nothing to do with the fact that England has no Court of Criminal Appeal.

English procedure is based upon the presumption that the law can do no wrong. The right of pardon was hence defined as an act of mercy, of grace, of forgiveness. But the evolution of human progress has shown that juries are liable to make mistakes; that the rulings and charges of Judges, while uttered in strict accordance with the law, are quite capable of being based on a misconception of facts. A broader conception of true justice has thus caused the pardon in certain cases to become simply an act to remedy an error of justice. The victim is released by what is technically an "act of mercy," when he should be rehabilitated by legal procedure. A Dreyfus in an English prison can only appeal for mercy to the Home Secretary. Mrs. MAYBRICK, innocent or guilty, can hope for nothing but a gracious pardon.

Thus it is incumbent on the Home Secretary not only to sit as censor on questions of moral reformation, but he must judge questions of fact and law as well. In the latter function of his office he is asked to remedy an error alleged to have been committed in a competent court of law. It is inconceivable that his judgment may not sometimes err.

But the most obvious fault in the English system, and one that is fully recognized in the legal profession, is the anomaly that exists not only in criminal procedure itself, but between criminal courts and other courts. Criminals tried before different Judges and juries for the same kind of crime may receive varying sentences. One man may be condemned to six months' imprisonment for an offense for which another man receives a sentence of five years. The respective judgments are final, as there is no court to which to appeal. While appeals may be made from judgments in every civil court—in the Admiralty Court, the Divorce Court, the Bankruptcy Court, the Ecclesiastical Courts—the defendant in a criminal case is denied this privilege.

It is obvious that an absurd confusion of judgments must often arise. For example, a man charged with obtaining money under false pretenses is convicted in a criminal court. A suit is brought in a civil court to compel him to return the money. Here, should the verdict be against him, he has the fullest right to apply to the Court of Appeal for a new trial. Suppose that, owing to newly obtained facts, a second trial is granted. It favors the defendant. His innocence is clearly established. But he can only obtain relief from the criminal sentence through an act of grace administered on the recommendation of the Home Secretary.

The legal profession in England, recognizing that what is justice in one court should be justice in another, has begun a campaign in favor of a Court of Criminal Appeal. It is hard to see what reasonable objections can be raised against the establishment of such a court. When the question again comes before the House of Commons, as it inevitably will, the debates will be followed with the keenest interest.

AMERICAN "DESTINY."

Fifty years since a good deal was talked and written about the "manifest destiny" of the United States. In those days what was generally understood by that term was the plain purpose of the Almighty that the people of this country should spread the blessings of negro slavery in all the regions where it could profitably be established. When that young scapegrace, WILLIAM WALKER, whose energetic "literary bureau" gave him the title of the "gray-eyed man of destiny," invaded the States of Central America, where he ultimately met his death, the first use of the Dictatorship he declared was to decree the legality of slavery. His crazy enterprises were quite in the line with the previous and much more important ones planned and carried through by the National Government in the hands of the Slave Power, as it was then called. The motive of the acquisitions of territory from Mexico, whether by war or by purchase under duress, was not essentially different from that of the filibusters. The slave holders felt, and with reason, that their system must expand or perish. Nor will it do in the cold light of history to denounce their purpose unqualifiedly. It was far more an economic necessity, imposed by a system of labor which it was difficult, if not impossible, to change, that impelled them than it was any perversity of moral judgment. If they found their interests quite consistent with the dictates of revealed religion, and were convinced that they were called upon to save the souls of all the Africans they could import or breed, they were not the first men or the last to read their own desires into the Divine will.

If we go back a little further in our history and trace the steps by which the claim on the Florida territory was established under the calm direction of MADISON, we shall find that they were in pretty flagrant violation of the equities and involved a clear usurpation on the part of the Executive, and previous to that the Louisiana Purchase had been made by JEFFERSON in avowed disregard for the limitations of the Constitution, depending on subsequent approval of the people, which, however, was never asked for. In short, every stage in the movement that has given the United States a continental character and made it possible for our people to extend from ocean to ocean and from British America to the Gulf has been stained by violence or accompanied by a wide departure from the orderly and authoritative methods of Constitutional government. If we cannot say that the means justified the end, who of us is prepared to say that the course of events was not shaped by a beneficent force, impelling the blind passions of men toward a result that is now plainly enough seen to be good?

We have used the term "continental" in describing the character of the present United States. It is not without significance that this term was adopted by the Revolutionary leaders for the Government that they set up to overthrow that of King GEORGE III. and to take its place. When Col. ETHAN ALLEN demanded the surrender of Ticonderoga "in the name of the great Jehovah and the Continental Congress," he gave half unconscious expression to the spirit of his time and race. They were bent on possessing the continent, and they believed that it was the express purpose of the Almighty that they should do so. Precisely the same spirit moved the young WASHINGTON twenty years before, when, in the wilderness of the Ohio, he planned the expulsion of the French posts that disputed the pathway of his people westward. From the earliest days the men who founded the empire of our race in America were animated by an invincible impulse toward expansion. It was in their blood, and wherever any obstacle presented itself they were ready to shed their blood to overcome it. The same impulse determined the restless and irregular but effective movements to which reference has already been made, which have made realities of the wildest dreams of the fathers.

Undoubtedly this impulse counts for much in recent events. We can reasonably and accurately ascribe as the immediate cause of the war with Spain the offensive and injurious policy of that country in Cuba, and can explain our success in the war that followed by the weakness of our foe. But the vast results that have flowed from our victory have no logical connection with our object in making war or with any definite general purpose of our Government or our people in the past. The power of Spain crumbled before our arms, and we were called upon to decide what should be done with the possessions she could no longer administer. Every formal limitation of our Constitutional system, every dictate of our political traditions, suggested that we should return to the development of our own land and avoid the perils and temptations of expansion within the sphere of European complications. Instead, we have taken upon ourselves the responsibilities of a world power. It would be foolish to say that it was done deliberately or in obedience to a formal expression of the public will. It was done suddenly and even rashly, and few, if any, of those that were intrusted with the decision can say that they clearly foresee the ultimate consequences. But unquestionably it was in the line of the development of the American people. It was not so rash as the decisions that have already been made. We have a right to hope and to believe that its final outcome will not be less fortunate.

TOO HOPEFUL.

To the happy suggestion that W. J. BRYAN may take himself out of the way betimes and let his party nominate some Democrat who can be elected there stand opposed several disheartening considerations.

In the first place, it is a great renunciation to ask of any man. BRYAN doubtless thinks that he came within sight of the Presidency and was beaten by accident, by ill-luck, or by the weather. He has the party at his heels apparently yearning to support him again. New and unmeasured forces are at work. The illusions of hope must fill the mind of any man in such a situation. It is not to be expected that he would judge the chances of his success with a perfectly disinterested eye. Nor is it to be expected that he would look kindly upon a friend who called to inform him that he had no possible chance of being elected and ought to withdraw.

To ask this sacrifice of BRYAN, who has lived upon adulation and swum in a sea of unaccustomed glory for three years, is to ask the poor man to forswear his chief joy and put away the sole aim and object of his life. The professional candidate who retires because he is advised and knows that he can never be elected falls far, strikes hard, and remains forever after a pitied and obscure being to whom the past is a torture, the present a weariness, and the future a blank.

Moreover, most common men raised by freaks of fortune to uncommon heights become convinced that they are the instruments of destiny chosen for great works. Duty and solemn obligation command them to stick to their lofty posts, even though most of the world jeers at them. BRYAN no doubt supposes that he is the apostle of the cause of 16 to 1, which it would be infamous to desert.

Again, what evidence is there that his mongrel party will not vociferously demand his renomination? If the cause and his party call we are afraid that the advocates of renunciation will have up-hill work.

The only way to get rid of BRYAN is to get rid of the Populist vermin who overran the Democratic Party's convention three years ago and seized upon the leadership and direction of the party. BRYAN belongs to that horde. If they go he will have to go with them.

THE FRENCH AS COLONIZERS.

A writer in a recent number of Le Temps of Paris gives some sturdy advice to his fellow-countrymen—which, however, they cannot be expected to take. It refers to the French colonization system. "Skeptics," declares the writer, "have said that the French are not colonizers. That is a mistake. They are only stupid."

The French at great expense of life and treasure start out to conquer territory from eight to ten times the size of the parent country. When the conquest is half achieved—then the stupidity comes to the surface. They place obstacles in their own pathway to benefits. In their selfish greed they attempt to appropriate for themselves the benefits laid bare. They invoke protectionism. The result is that neither the French nor anybody derive any advantage from the new territories. The natives, with the cost of living increased, naturally refuse to become the slaves of the victors. They become lazy and unproductive.

Such is the story of Madagascar and of the French possessions in Indo-China. "If," concludes the writer, "we allow the most interesting of the groups of colonies recently formed to perish, one may well ask why we have conquered colonies, and why we continue to burden ourselves with a colonial empire from which we are incapable of deriving any profit." It is true that Englishmen and some Americans have asked these questions. The writer in Le Temps believes that he has got at the base of the trouble when he emphasizes the word "protectionism." Intelligent students of political economy will agree with him.

Fate seems to be remorselessly against the Italian General GILLETTA DI SAN GIUSEPPE. He is no sooner released from the clutches of the French military authorities, by whom he had been convicted of being a spy, than he is arrested by his own Government. His release by the French was the occasion of a series of pleasant amenities between Rome and Paris. Here was the General's chance, and he took it—or his friends did. Preparations were made in Rome to welcome him as the great "pacificatore," the great originator of "il nuovo" Franco-Italian entente cordiale. But his friends overdid the matter. His Government repudiated his espionage, said that GILLETTA had acted without authority and had meddled with what did not concern him. Of course, Gen. GILLETTA DI SAN GIUSEPPE did very wrong to allow himself to get caught. Still, as his release has certainly been the cause of exchange of courtesies between his own Government and that of France, the General Staff in Rome might have overlooked his misfortune.

TOPICS OF THE TIMES.

—"An atrocity which we venture to believe could not have happened in Great Britain," is The Spectator's characterization of the blowing up with dynamite in Cleveland of a street car filled with passengers, and it expresses the wish that somebody would explain clearly the causes of "the unreasoning violence so often displayed by strikers in the United States." We were not aware that the strikers of Great Britain are particularly noted for their gentleness, and seem to remember hearing from there of resorts to violence fully as savage as anything that has occurred in this country, and the rioters have often had, too, as excuse for their crimes only an unutterably stupid hostility to the introduction of labor-saving machinery—a form of mania rarely shown by American workingmen. Leaving aside, however, The Spectator's comparison and considering only its surprise at the fierceness of our industrial disputes, one finds it difficult to avoid sharing that emotion. "Are the men driven mad by oppression," asks the English writer, "or are they Neapolitans, or is it their fear of the use of force against them which induces them to resort to such methods?" On theory, he adds, labor troubles in a republic, where there are no inequalities before the law, ought to be settled after the manner of civil suits, but instead of that, both in France and here, they are conducted like civil wars. The best he can do with the problem is this: "We suspect industrial discipline in the States of being sometimes too military, and, in the view of the workers, insulting; but even that will not account for the dreadful fury occasionally manifested. Is the true root of it the deep cleavage between the republican ideal and the actual facts of industrial life?" That, it must be confessed, takes us very little ahead.

Several of our correspondents, in expressing their discontent with the recent change in the arrangement of street signs, and their wonder at our approval of that innovation, have asserted that the new system, while more or less meritorious in theory, or "on paper," as they put it, is inconvenient, and therefore bad, in practical usage. "Ride along the avenue and see for yourselves," they write. This is decidedly queer, and it might without much harshness be called a little absurd. Does it not occur to these correspondents that the average newspaper man does a good deal of riding in the street cars every day of his life, and that he, if anybody, is interested in having the signs so arranged as to be most easily and usefully read? Traversing the city in all directions, and at all hours of the day, he consults these sources of information with great frequency, and certainly would not be apt to indulge in impractical theorizing about them. The opponents of this important reform are overimpressed by the spectre of a temporary inconvenience and confusion. We have more confidence in the mental sprightliness of the people who object to Commissioner KEARNY's displacement of the signs than they have themselves, and we do not believe that there is a single reader of THE TIMES who cannot master thoroughly all the intricacies of his system in a quarter of a minute. That is quite long enough to give any normally intelligent human being a complete understanding of the whole matter, and to make forever impossible any doubt as to which is the street and which the avenue.

—High and well-deserved commendation is given by The Philadelphia Medical Journal to some remarks made recently by "that fine exemplar of his profession, Dr. OSLER," in the course of an address delivered before the students of the Albany Medical College. After referring to what he said was the general impression that the doctor of to-day is a scientist, caring more for the disease and its scientific aspects than for the individual patient, the speaker said: "You must feel that you have entered upon a profession that appeals both to the head and to the heart. Dealing as we do with poor, suffering humanity, we see the man unmasked, exposed to all the frailties and weaknesses, and you have got to keep your heart pretty soft and pretty tender not to get too great a contempt for your fellow creatures. The best way to do that is to keep a looking-glass in your own hearts, and the more carefully you scan your own frailties the more tender you are for the frailties of your fellow creatures." This is certainly good talk, and there is a lesson in it that many a young doctor would not be the worse for learning. If the sentiments it reveals were universal among the newly fledged practitioners there would not be so frequently a murmur of indignation in the wake of our ambulances, and the nobility of the noblest of the professions would be more cordially recognized.

—It was to be expected that The Shipping World would frankly admit the necessity for increasing the safety of navigation by decreasing the chances of miscalculations by the Captains, and at the same time criticise as injudicious the changes in ancient methods which certain lines have instituted. The British mind has no difficulty in seeing the faults in what is, but it is constitutionally indisposed to accept suggestions of new ways to do things. Any interference with the dignity of sea Captains, or any alteration of their traditional duties, naturally causes uneasiness in a country where the masters of ships are the bulwarks of existence. Now, of course it is well always to remember that the novel is the experimental, but it is also well to remember that the familiar is often the discredited, and that all advance is at the cost of a peril which may or may not be greater than the peril of standing still.

—An interminable and therefore delightful discussion might be started by asking which is the harder to believe—that the Czar is going to abdicate or that he is not. His position, of course, is one with numberless attractions, including limitless power and wealth, but, on the other hand, he is a pathetically lonely man, his responsibilities are heartbreaking, and personal safety is something which he can hardly realize.

GENERAL NOTES.

William Durant of Boston, who is just past eighty-three years of age, has for sixty-five years led a placid life as an attaché of The Boston Transcript. He is now its Treasurer.

* * *

In lieu of a suitable hall in Jackson the Democrats of Mississippi intend to hold their coming State nominating convention in a big tent to be erected on the Capitol grounds. It will be shaded by elms and water oaks, and the natural slope of the hill will support the seats.

* * *

The Victorian Club of Boston, which is composed of British residents, purposes, if permission is given, to erect a monument in the cemetery on Boston Common to the memory of the 226 British soldiers who fell at Bunker Hill. Most of them are supposed to have been buried in that cemetery.

* * *

Thirsty Chicagoans wake up mornings and read not infrequently in their favorite newspaper, the Health Department's discouraging announcement: "All city water supply is suspicious this morning." Or this: "All the city water supply is bad this morning except that from the Lake View Station, which is suspicious."

* * *

May 31 Admiral Dewey wrote from Manila to the Boston Chamber of Commerce, thanking it for the honor of a reception tendered upon his arrival in that city, and saying: "I wish that I could accept without reserve, but I am somewhat run down in health, and think it inadvisable to make any positive engagements at present."

* * *

Postmaster Gordon of Chicago has succeeded in collecting the photographs of all the Postmasters the city has had since its foundation, save one. He has had them put into a frame and formally presented them to the office. There are twenty of them, the missing picture being that of the first Postmaster, Jonathan N. Bailey, who held office from March 31, 1831, to Nov. 2, 1832.

DEMANDS LAWS AGAINST TRUSTS

To the Editor of The New York Times:

In yesterday's issue of your great paper appears an article signed "Manufacturer," citing a number of reasons and some conditions under which trusts or manufacturing combinations might be a greater benefit to the public as well as to labor than individual manufacturers could be. The reasons and conditions given by "Manufacturer" are more theoretical than practical.

It is well known that whatever mercy or justice might be expected from individual manufacturers, there is very little expected from trusts or corporations by the labor element or the public. All our labor troubles and the public loss and inconvenience incident thereto have been caused by the greed and arrogance of trusts and "soulless" corporations. Still, nobody will deny the right of trusts or combinations of capital to operate in the highways of commerce and fields of industry for a livelihood, or even a fortune, provided that great power of wealth which they possess is not insidiously used in purchasing legislation and railroad officials, for freight discrimination, to drive their individual or weaker competitors out of existence, as they have always done and are doing to-day. They have not only influenced Congressional nominations, purchased seats in the United States Senate, and contributed campaign funds for "protection" to our industries, but they have dictated Presidential nominations of both parties.

Nothing could be more dangerous to the stability of a republic than the existence of any power within it greater or more influential than itself. When the State can be controlled by any combination of wealth or corporations, then it is bordering on anarchy, and here it might be asked: Does the State, according to the Constitution, control our financial system, or is it controlled indirectly by our great financial centres and trusts combined?

As to the effect on prices to the consumer caused by trusts, your correspondent says: "The public does not supply statistics." It is notorious that trusts always reduce prices below the margin of profit when they have any weaker competitor in the market, until he is driven out, or forced to sell, which will not be very long. Then, when the coast is clear, up go prices—trust prices—and the reign of tyranny commences over labor and any attempted competition.

Your correspondent further says that "trusts are subject to the same natural laws of trade as individual manufacturers." They ought to be, and if they were, there would be no complaints against them. Their profits would be confined to thousands instead of millions. Again he says: "If the trusts should fix prices at figures leaving a profit for the average manufacturer, they would be ruined by competition. They must fix prices lower"—out of love for the public, no doubt. This is a frank admission that the power and profit expected by the trust will not brook any competition. If they are subject to the same natural laws of trade as the individual manufacturer, they should submit to competition.

He speaks of the Standard Oil Company and the Sugar Trust, which, by the way, are closely related, as operating under different conditons from other trusts—no doubt under conditions more favorable, because the Standard Oil is the parent of nearly all trusts. In your issue of July 9 an instance is cited, in a letter on trusts, showing where this truet monarchy in seven or eight years obtained control of 95 per cent. of the oil refineries of the country through legislation and railroad freight discrimination. There is scarcely a trust in existence in which it is not more or less an operator or beneficiary, and were it not for the extraordinary and diversified resources of this country, opening up new avenues of industry when old ones are closed to the millions of industrious people whom the Standard Oil Trust has ruined and robbed of their business, there might have been a revolution worse and more justifiable than the reign of terror in France under Louis XVI. in 1789. Indeed, it is said that the cupidity and avarice of trusts for commercial advantages were more potent than any other consideration in causing the late war between this country and Spain.

If the Standard Oil Company were compelled to make restitution of all the millions it has unlawfully monopolized, it would have very few left, or, rather, its multi-millionaire magnates would have very few left to endow colleges for the rich, and thereby emasculate the manhood of a glorious nation by poisoning the well springs of thought and choking the freedom of speech.

A nation that has escaped disturbance after going through such an ordeal of injustice and spoliation by trusts and corporations is well worthy of preservation, and instead of delaying restrictive legislation to control trusts, as your correspondent suggests, no time should be lost in making such laws as will compel them to conform to the same natural laws of trade as the humblest individual in business, if that is possible, which is very doubtful without public ownership of public franchises and an income tax.

If we mean to perpetuate this glorious Republic, we must remove the dangers which are a menace to its existence and respect the teachings of its fathers and founders with religious awe, and see to it that they are not ignored. Now, by the liberal discussion of every phase of public questions which you encourage, you are doing much to enlighten public opinion in the columns of your valuable paper. I am glad to see that an American anti-trust league is already being organized.

J. B. MURPHY.
457 West Thirty-fifth Street, New York, Aug. 3, 1899.

GOLD DEMOCRATS AND THE PHILIPPINES.

To the Editor of The New York Times:

In the speculation nowadays about the attitude of the gold Democrats and their influence in the next Presidential campaign little consideration is given of the effect of the Philippine invasion upon their future action. The gold Democrats, before being so designated, were distinguished for their earnest endeavor to hold our Government true to the principles which it has professedly stood for, and many of them will not be led to shout for a gold standard and ignore the question of the rights of man and of political freedom for every race of people wherever they be organized and aspire to self-government.

The question of a standard of values is an important one, and should be settled, but it will be disregarded by a host of independent Democrats—and Republicans, too—when the time comes to ask with potency, "Why did the party in power engage in a war for the release of Cuba from Spanish oppression and drift into a war of subjugation of another people, certainly as brave and capable of self-government?" Or as it may be otherwise stated: "Why have the freedom-loving people of this country been betrayed into a cruel war of oppression?"

When Congress declared that the Cubans of a right should be free, and authorized the President to engage in the work of expelling Spain from Cuba, neither gold not silver Democrats dreamed of our Government paying Spain $20,000,000 to take the glory from her of suppressing the spirit of liberty in the Philippines. The greater question of the rights of man, as affected by our Government, will be supreme, and the lesser one of a basis of values will have to give way to it unless a rapid and radical change in the course of the Administration is quickly brought about. So thinks one gold Democrat.

EDWIN HAYWARD.
Brooklyn, Aug. 5, 1899.

STEPHEN CRANE AND GEN. OTIS.

To the Editor of The New York Times:

I read with interest your editorial based on the opinion of that remarkable military authority, Stephen Crane, author of the "Red Badge of Courage," and yet who was "prostrated with dismay" at Otis's statement on landing in Manila that he could put down the Philippine revolt with 30,000 men. Nobody except this wonderful military authority, least of all Otis, supposed that the Hon Mr. Hale and the other anti-expansionists would keep the troops inside the walls of Manila for months by prolonging debate on the treaty, apparently with the intention of allowing their friend, Washington No. 2, time to recruit his army, accumulate supplies, and intrench the surrounding country, and until he felt strong enough to attack Manila. Otis acted quickly enough then, recovered the water works and overran the country, but it took weeks to do what on his arrival could have been accomplished in a few days.

Mr. Crane speaks of Otis as an old-fashioned General, accustomed to handle 30,000 men en masse, the fact being that except in the civil war, no officer in the United States army ever saw, until the Spanish war, over 3,000 soldiers in line, and never commanded in person that number of men, Otis's experience having been, since the civil war, that of a frontier or Indian fighter.

The great mistake Otis has made, if indeed it was his, was a semi-civil one, the refusal to allow the Spanish Government to pay for the liberation of the Spanish prisoners. This has, we understand, been rectified, and you may be sure, as soon as the Spanish Government makes its payments, the second-hand Washingtons, Jeffersons, Franklins, and Hamiltons will emigrate to Hongkong, but as long as Washington No. 2 has as assets 5,000 Spanish prisoners, he will sacrifice every native of Luzon in order to realize.

VETERAN.
Stapleton, S. I., Aug. 5, 1899.

W. W. ASTOR, ENGLISHMAN?

To the Editor of The New York Times:

I read with interest and amusement the article under the above heading which appeared in THE NEW YORK TIMES the other day. But the mere fact of naturalization does not make W. W. Astor an Englishman any more than it makes a German or Irishman an American when he becomes naturalized here. W. W. Astor, American-Englishman, seems about to fit his case at present. It is peculiar, to say the least of it, to see the interest the American press has taken about this millionaire dropping his native land for another country. W. W. Astor, it is evident, has never done anything more remarkable in America than to draw his rents, &c. He is not built on lines patriotic, and in the pursuit of his particular ambition in life the mere fact of throwing his own country overboard is a trifling item to a man who knows that money is capable of buying most things all the world over. Society bows down before the millionaire and exclusive circles welcome him—for his money.

Some of the shrewdness of W. W. Astor's peddler ancestor is apparent in the way which he first advertised his pedigree in England through his own magazine, throwing out at the same time a cheap and unworthy sneer for the land which has, through his forefathers—and a few at that—made him what he is financially. And after billing the town with his attractions he makes a theatrical début as a naturalized Englishman.

A man of this calibre will neither be missed in America nor noticed as a worthy addition to Great Britain, and W. W. Astor's chance is small indeed for ever becoming a member of the House of Commons. He may buy a dukedom, but Dukes are of no account politically in England. The people boss the Government, not the Government the people. Mr. Astor's dollars cannot buy him a seat in the House of Commons. If Americans must leave their own great land, must forsake the Stars and Stripes for our union jack, give England subjects worth having for the good of the dear old land. Let us have more of those American women, for instance, of whom New York should be more than proud. Their benevolence and charity, combined with true sympathy for the unfortunate and lowly, would be appreciated and do more good than generations of society millionaires.

A MAN FROM LONDON.
New York, Aug. 4, 1899.

WORSE THAN IN TWEED'S TIME.

To the Editor of The New York Times:

In your issue of the 2d inst. you ask at the head of a leading editorial, "How to Reduce the Outgo," and then you go into details. But why go into details? We have to deal with an octopus reaching out its slimy tentacles into and around every branch of our Municipal Government; if you lop off one of these tentacles in detail you will straightway have to tackle another, the latest and foulest growth being the Horgan & Slattery arm, wound tightly around our new public buildings, with the economized $310,000 cells—economized from $170,000.

No, Sir! The only way is to kill the monster by one blow upon the head. Let the honest press get together—and THE NEW YORK TIMES is in the forefront of the honest press—and direct public opinion so that it will awake from its lethargy and smash the Tammany ring, even as the Tweed ring was smashed in 1872. There is no difference between the Tweed ring of 1872 and the Tammany ring of 1898, except that the latter is more iniquitous, if possible, in that its workings are better organized and its mode of enriching itself at the people's expense is more thoroughly systematized—I had almost said legalized. This latter phase accounts for the brazen defiance displayed by the Tammany crowd before the Mazet committee. It is "What are you going to do about it?" over again. We shall see.

L. B.
New York, Aug. 3, 1899.

Asks the Governor to be Consistent.

To the Editor of The New York Times:

I think that Gov. Roosevelt, in order to be consistent and show that he meant what he said in his speech yesterday at Ocean Grove, N. J., about politics and politicians in the great Democratic City of New York, should also have spoken of his friends, the canal thieves up the State, who are all Republicans and belong to his party—the party of morality preachers.

JOHN W. GARDNER.
New York, Aug. 4, 1899.

A Vermonter Wants Particulars.

To the Editor of The New York Times:

With your kind permission, I should like to ask "A Northerner" to give the particulars of the cases or case of lynching in Vermont last Summer, which he says he can cite. I think he will find, on looking the matter up, that he is wholly mistaken.

VERMONTER.
Burlington, Vt., Aug. 4, 1899.

NUGGETS.

Ill-Balanced Outfit.

"That's a queer family next door."
"Why do you say so?"
"They own a fifty-dollar dog and have to borrow our flatirons."—Chicago Record.

A Family Affair.

"Is Little Dick going on the excursion?"
"Yes."
"Then we shall all have to go."
"Why?"
"It takes all five of us to keep him from falling off the boat."—Chicago Record.

Why They Are So Long.

Little Margaret was out riding with her father one afternoon, when they chanced to meet a donkey. As they drove by she looked up and said, "Papa, didn't that horse's ears know enough to stop growing when they'd got long enough?"—Judge.

Uncertain.

"Did you ever play backgammon?" inquired Miss Cayenne.

The young man, who is strictly modern, looked puzzled, and said:

"Backgammon? Let me see? I thought I played about all of 'em. What clothes go with it?"—Washington Star.

Definition of a Lie.

It was in a Philadelphia Sunday school, not long ago, that a teacher asked the question: "What is a lie?" Of course, there was a small boy who thought he knew; and this was his definition: "A lie is 'an abomination unto the Lord and an ever-present help in time of trouble.'"—Philadelphia Bulletin.

HOPE ON, TOIL ON.

From The Denver News.

O, my brother, are you weary?
Does the way seem long and dreary
That leads up to the new era
You have pictured in your dreams?
Is your portion one of sorrow?
Yet be brave and strive to borrow
From the glory of the morrow
That beyond your vision gleams.

"Never?" Cease the wail of "never,"
For the race goes on forever
Up the highway of endeavor
To the heights that onward glow.
There is no room for despairing,
But for action and for daring,
And for helping and upbearing
One another as we go.

There are lives that we may brighten;
There are burdens we may lighten;
There are joys that we may heighten;
There are wounded hearts to bind;
There are fetters to be broken;
There are blessings to be spoken;
Let us give them as a token
Of the love we bear mankind.

See, a golden bow is bending
Over us, its glory lending
Unto us; a message sending
That the world is moving on,
From its ancient moorings drifting,
While the tides of thought are shifting
And the shadows are uplifting
From the gateways of the dawn.

O, my brother, cease complaining,
See, the night of wrong is waning,
And the king of right is reigning;
And the flag of hope's unfurled.
There are evils left for righting;
There are battles left for fighting;
There are beacons left for lighting
To illuminate the world.

As, when all her hues combining
In a golden-tinted lining,
Through the clouds the morn is shining,
So the Future's upturned face,
With a glow of promise burning,
My rapt spirit is discerning
While humanity is turning
To the morning of the race.

A prophetic sense comes o'er me,
A new epoch spreads before me,
And the human seas are stormy
And I hear a cry of "War."
Then a vision looms entrancing
On my sight. With armor glancing
Comes a mighty host advancing
Like an army from afar.

Through the valleys it is swarming,
From the shops its ranks are forming,
Its embattled lines are storming
Evil's bastions old and gray.
I can see its banners streaming,
I can see its forefront gleaming
In the dawnlight on it beaming
From the new and grander day.

'Tis the rising of the masses
In their struggle with the classes—
Like a dream the vision passes,
While another yet I see:
In the midst of every nation
Two great forces take their station,
And the minions of oppression
Meet the hosts of liberty.

'Tis the conflict of the ages.
It has been foretold by sages,
And on poets', prophets' pages
For a thousand years and more.
It is coming, we are near it.
The faint rumbling, don't you hear it?
Gird your armor, do not fear it.
'Tis the great and final war,

When the hosts of toil from slumber
Shall arise in strength of number
And shall smite the foes who cumber
Earth with ancient forms of wrong;
When old evils shall be righted,
And above the lands benighted
Freedom's beacons shall be lighted,
While the earth is filled with song.

O, my brother, why repining?
All the clouds have silver lining,
And the rose-white dawn is shining
O'er the yet unrisen day.
Ever forward, ever dawnward,
Swings the world and ever onward;
While the Christ-soul leads us vanward
On the ever upward way.

Better days are breaking o'er us,
From the nearing goal before us,
We can hear a joyous chorus
Wafted o'er the years to be,
Through the portals, open swinging,
Notes of sweet and rapturous singing
Down the Future's aisles are ringing
From the anthems of the free.

POLICEMAN CAUSED PANIC

Attempted Highway Robbery, as Alleged, on Crowded Car.

HIS REVOLVER IN HIS HAND

Young Man and Woman Make the Charge Against Policeman Deloughery and He Is Held.

Patrick Deloughery, a policeman attached to the Coney Island District, was yesterday morning held in $500 bail by Magistrate Nostrand of Coney Island on the charge of attempted highway robbery. The complainant in the case is Joseph F. Trahan, a contractor of 617 Lafayette Avenue, Brooklyn.

Trahan tells a remarkable story. He says that, in company with Miss May Darcy of 435 Court Street, Brooklyn, he started to go to Coney Island Saturday night about 11 o'clock on a trolley car. As the car passed the corner of Fifteenth Street and Hamilton Avenue a policeman in full uniform boarded the car, and, after looking about, took a seat next to Mr. Trahan and Miss Darcy, who were in the rear of the car. After sitting there for a moment, Trahan says, the policeman took a revolver from his pocket, and, flourishing it, ordered two young men, Dennis Byrnes of 25 Pearl Street, Brooklyn, and John Dwyer of 418 Hicks Street, Brooklyn, to move forward to a front seat. This, Trahan says, the young men did in order to avoid trouble, as it was evident or alleged that the policeman had been drinking.

Then, Trahan alleges, the policeman turned to him and said in a low voice: "Now, young fellow, give me a show." Trahan was about to make some reply when the policeman continued, addressing both of them: "I want you to put down your money—put it down on the seat"—at the same time conspicuously displaying his revolver. Miss Darcy became hysterical and began to shriek. Her screams attracted the attention of he passengers in the front seats, among whom were a number of women.

When then turned and saw Delougheny flourishing his revolver, they became very much excited, and at once the women joined their shrieks to those of Miss Darcy. At the same time Miss Darcy and the others in the car called to the motorman to stop the car, which he did at once and Miss Darcy, Messrs. Trahan, Byrne, Dwyer, and others of the passengers got off the car. They then took a car returning to Brooklyn, Trahan and Miss Darcy getting off at Ninth Avenue and Twentieth Street, that borough. Then Trahan reported the matter to Capt. White of the Bergen Street Station, Brooklyn, who immediately telephoned to Coney Island telling of the occurrence in Gravesend, and requesting that the affair be investigated. Detectives Shea and Busby of the Coney Island district were accordingly sent out to make an investigation.

Deloughery, who is stationed in the district in which the affair occurred, was sought, but could not be found. He should have reported at the Coney Island station at midnight, but he did not appear till 1:45 o'clock A. M., and then explained his tardiness by saying that he had walked in from Gravesend. Nothing was said to him at the time.

Yesterday morning Trahan went to Coney Island in order to identify the policeman. All the policemen, in uniform, were called out on the muster floor, and Trahan without hesitation pointed out Deloughery as the man who had flourished the revolver and demanded his money. Deloughery denied the charge, but he was placed under arrest, and was held by Magistrate Nostrand, as stated.

Miss Darcy was very much affected by the incident, and was prostrated yesterday. She did not wish Mr. Trahan to press the charge, desiring to avoid the incidental publicity, but Mr. Trahan says he will push the matter to the end.

When seen at her home last night Miss Darcy corroborated Mr. Trahan's story. She said:

"It was an awful experience, and I shall never forget it. When I reached home I was so nervous with fright that I could scarcely sleep all night, and to-day I have been just as nervous. I am sorry my name has appeared in the matter, as I wanted to avoid the publicity, but I suppose it can't be helped.

"As to exactly what the officer did I was so excited that I can scarcely say. All I know is that he drew out a revolver and said to us, 'Put down your money,' or something like that, and then I screamed and cried out to the conductor to stop the car. That attracted the attention of the other people in the car to us, and the women screamed also, while the men didn't seem to know what to do. Fortunately the car stopped just then and we got off. I was so nervous that I didn't know what became of the policeman, but I know we got home as soon as we could. I am certain I could identify the man."

Delougheny, who is a married man about thirty-eight years old, with several children, lives at 179 Twenty-ninth Street, Brooklyn, in a house which he owns. He offered it as security on his bail bond, and it was accepted. He has been on the police force about eight years. In 1895, at the time of the Brooklyn trolley strike, he was dismissed from the force on the ground of cowardice. He fought the case and won, and was accordingly reinstated, receiving $1,800 back pay. Seven months ago he was transferred from City Hall Station, Brooklyn, to Coney Island.

He has been suspended from the force pending the result of the present charge.

SAMOA COMMISSIONERS LAND.

American and German Representatives Arrive at San Francisco—Leave for Washington To-day.

SAN FRANCISCO, Aug. 6.—The United States steamship Badger, with two of the Samoan Commissioners, arrived to-day, eight days from Honolulu and nineteen days from Apia. United States Commissioner Bartlett Tripp and the representative of Germany, Baron Sternberg, made the trip from Samoa without their conferee, C. N. E. Eliot, the Commissioner for great Britain. Mr. Eliot sailed from Apia to New Zealand, intending to proceed by way of Australia to London to report to his Government, and not to return for the present to the United States.

Commissioners Tripp and Von Sternberg were landed before the Badger docked, and proceeded at once to their hotel. Their voyage from Honolulu was uneventful. The Commissioners will remain here until to-morrow night, when they will depart for Washington on the Overland train.

FRENCH CONCESSIONS IN CHINA.

Representative of Parisian Syndicate Has $100,000,000 Worth.

Special to The New York Times.

TACOMA, Washington, Aug. 6.—Frenchmen have secured valuable mining concessions in the interior of China. M. Landauer, a Parisian banker and cousin of the Rothschilds, left here to-day for New York and Paris. He has been in China for four years representing a Parisian syndicate for which he has secured coal, quicksilver, and other mineral concessions in China valued at $100,000,000. He says there are mines of cinnabar in Kweechow Province richer than the famous Almaden quicksilver mines in Spain, which are mortgaged by the Spanish Government to the Rothschilds. Along the Yang tse Kiang there are copper mines and vast coal deposits which he has secured exclusive privileges of developing.

M. Landauer says that Europeans and Americans are just beginning to have faint realization of China's immense mineral resources. They have been neglected by the Chinese for 3,000 years because Confucius taught that tilling the soil was the safest foundation of any State's prosperity. In consequence, the Mandarins have not permitted the common people to engage in mining. Now that the opening of China has commenced, mines will be operated by modern machinery.

M. Landauer added that one of China's richest mineral fields is the Szechuen Province, which is underlaid with a vast amount of petroleum, the value of which can scarcely be computed, considering that China is importing millions of dollars' worth of kerosene annually from Russia, America, and Sumatra. Both France and England have their eyes on Szechuen trade, and are sparing no pains to obtain it. France proposes to extend a railroad line through Yunnan from Tonquin, and England is planning to build into Szechuen from Burman.

SPANISH GENERALS ACQUITTED

The Surrender of Santiago by Toral and Pareja Was Under Orders from Their Superiors.

MADRID, Aug. 6.—The supreme court-martial, before which Gens. Toral and Pareja have been on trial, charged with surrendering Santiago de Cuba to the United States forces without having exhausted all means of defense, has acquitted both officers, on the ground that they acted upon the orders of their superiors, and only surrendered when it was impossible to do otherwise.

The judgment severely censures those in high command in the colonies and in Spain responsible for the lack of resources for the defense of the colonies.

It was rendered by a majority of one vote only, and is not well received by the press and public, who wanted a clearer exposure of relative responsibility.

GEN. JIMINEZ YET IN HAVANA.

Revolutionist's Start for Santo Domingo May be Only Delayed.

HAVANA, Aug. 6.—Gen. Juan Isidro Jiminez, who, with six Cubans and four natives of Santo Domingo, left Havana yesterday afternoon, supposedly bound for Santo Domingo, returned to his home in San Lazaro Street shortly after 9 o'clock last evening, bringing his baggage. The supposition is that, on finding he was closely watched, he decided to await a better opportunity. Should he start again, he will not be interfered with, unless he endeavors to take an armed expedition. Gen. Ludlow will keep a strict watch to see that there is no violation of international law in this respect.

The Military Governor ridicules the idea that Jiminez, an experienced conspirator, would tell a newspaper representative of his filibustering plans, if he had any, and particularly where his arms were stored and the point from which his expedition would start. While it is believed that Gen. Jiminez intends leaving the island as soon as possible, it is exceedingly improbable that he has a large store of arms anywhere in Cuba. All the arms in the island while the revolution was in progress were in use, and the greater part of them has since been accounted for at $75 per weapon.

NEW CABINET OF BELGIUM.

M. de Smet de Nayer Will Be the Head of the Ministry.

BRUSSELS, Aug. 6.—The Moniteur to-morrow will publish the following as the new Ministry: Premier, Minister of Finance and Minister of Public Works—M. De Smet de Nayer; Minister of the Interior—M. Detrooz; Minister of Justice—M. Van den Heuvel; Minister of War—Gen. Consebant Alkemade; Minister of Foreign Affairs—M. de Favereau; Minister of Agriculture—Baron Van der Bruggen; Minister of Industry and of Railways, Posts, and Telegraphs—M. Liebart.

The programme of the new Cabinet includes the settlement of the electoral question by proportional representation of the parties in the Chamoer.

THE WRECK NEAR PARIS.

Investigation Shows that 17 Were Killed and 73 Injured.

PARIS, Aug. 6.—The official investigation into the collision last evening at Juvisy, a suburb of Paris, on the southern side, between the Orleans Line's Paris and Nantes train and the Paris and Lyons Mediterranean train, shows that seventeen persons were killed and seventy-three injured.

JUVISY, Aug. 6.—The collision occurred during a terrific thunderstorm, and it is supposed that the electric current may have been responsible for the defective signaling.

The first train was at a standstill, and the second came down upon it at the rate of fifty miles an hour. The locomotive of the latter crashed through the brake van of the former and telescoped three passenger carriages. The moving train was not injured.

Heartrending screams and cries for assistance filled the air; but the passengers were so massed in by débris that they were extricated only after the greatest difficulty. All three carriages were crowded with excursionists.

M. DELCASSE SEES THE CZAR.

Many Honors at St. Petersburg to the French Minister.

ST. PETERSBURG, Aug. 6.—M. Theophile Delcassé, French Minister of Foreign Affairs, had the honor of lunching to-day at Peterhof Palace with Emperor Nicholas and the Empress. The Russian Minister of Foreign Affairs, Count Muravieff, and several of the chief dignitaries of the Russian Court were also guests of their Majesties.

At the dinner given complimentary to M. Delcassé yesterday by Count Muravieff at the Foreign Office there was a cordial exchange of toasts, both Ministers affirming in the warmest terms the substantial character of Franco-Russian friendship.

M. Delcassé to-day received numerous visits from high Russian officials. The newspapers and public protest against the admission of any other power into the Franco-Russian alliance.

THUNDERSTORM IN PARIS.

Lightning Strikes the Eiffel Tower and Injures Other Buildings.

PARIS, Aug. 6.—During the severe thunderstorm last evening the lightning conductor on the Eiffel Tower was struck ten times. A thunderbolt set on fire the Joannot factory, the Ceinture (Belt) Railway was flooded, many buildings were slightly injured, and scores of fine trees were destroyed.

The day had been terribly hot, the temperature reaching 104 degrees Fahrenheit. Many sunstrokes were reported, some of them fatal. A sirocco-like duststorm preceded the thunderstorm at Versailles.

JEWS TALK OF BUYING CYPRUS.

Meeting Held at Berlin Yesterday—Further Information Wanted.

LONDON, Aug. 7.—According to a dispatch to The Daily Mail from Berlin, at a meeting of prominent Jews held there yesterday to discuss the plan proposed by American Jews to buy the Island of Cyprus, in the Mediterranean, for Jewish colonization, it was decided to collect further information before proceeding in the matter.

Panama Will Support Colombia.

COLON, Colombia, Aug. 6.—In answer to a dispatch from the Governor of Panama, Senhor R. Aranjo, to President Sanclemente, at Anapoina, announcing the complete tranquillity of the isthmus and isthmian approval of the Government's prompt action to avert disturbances in the Departments of Cundinamarca and Santander, the President replied that he was much gratified with the assurances given regarding isthmian support.

Socialist Demonstration in Paris.

PARIS, Aug. 6.—The Socialists organized a demonstration to-day in the Place Maubert, near the statue by Guilbert erected to Etienne Dolet, who was burned in 1546, during the reign of Francis I. for "impiety and atheism." A counter demonstration met the Socialist procession nearly opposite the offices of L'Intransigeant, M. Henri Rochefort's paper, and a scuffle ensued, in which several persons were injured.

Curzon's Plans in India.

SIMLA, Aug. 6.—The scheme of Lord Curzon of Kedleston, Viceroy of India, respecting frontier defense has been approved by the Imperial Government and published here. It provides for the withdrawal of the regulars from many frontier garrisons and the substitution of tribal militia, which will result in large economy.

Wales with the Cornwallis-Wests.

LONDON, Aug. 6.—The Prince of Wales spent the end of last week at Milford-on-Sea with Col. and Lady William Cornwallis-West, parents of Lieut. G. F. M. Cornwallis-West, whose name recently was associated with that of Lady Randolph Churchill in an unfounded report of their betrothal.

Herr Vonderlasa is Dead.

BERLIN, Aug. 6.—Herr Vonderlasa, the German diplomatist and celebrated chess player is dead.

IN FOREIGN LANDS.

AN ACTUAL BONAPARTIST PLOT IN PARIS.—What for the last week or two has been vaguely described as a mere Bonapartist intrigue of doubtful existence was, according to M. Yves Guyot of Le Siècle, an actual plot to overthrow the Government. According to this authority, during the few weeks preceding M. Déroulède's attempt to make Gen. Roget march on the Elysée, numerous meetings of Bonapartists were held in the house of a woman intimately acquainted with Prince Ney, Duc d'Elchingen, brother of the Duc de la Moskowa. M. Guyot asserts that a plan of campaign was laid out, the funds being for the most part furnished by ex-Empress Eugénie. M. Guyot also asserts that here was the real source of the 50,000f. found on M. Déroulède at the time of his arrest. It is alleged that M. Déroulède played fast and loose with the leaders of both the Royalists and the Bonapartists and received about the same amount of money from each party. The statement of M. Déroulède that he acted in the Reuilly affair on his own initiative was made not so much to vindicate the Royalists and Bonapartists as to secure for himself the praise of the people and to protect himself in the enjoyment of his ill-gotten gains.

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PASSENGER TRAFFIC AT THE EXPOSITION OF 1900.—A circular has just been issued by the Omnibus Company of Paris, which explains its scheme for dealing with the extra traffic it expects on the occasion of the exposition next year. It points out that during the exposition of 1889 the company worked sixty-two lines and ran 976 vehicles, offering seats for 562,000 persons a day. In 1900 there are to be ninety-two lines and 1,500 vehicles, performing 25,000 journeys a day and capable of transporting 1,028,000 passengers. In 1889 the only means of locomotion inside the exposition, apart from the bath chairs, was the Decauville Railway. Next year there will be an electric railway of ingenious construction, running sometimes in the air, sometimes on the surface, sometimes under ground. It will be supplemented with a double moving platform, one-half of which will move in one and the other in the opposite direction. The most thorough precautions are taken to guard against fire. All buildings have been subjected to the most stringent examination with a view to insure their ready evacuation in case of a panic. Every building, too, is to be "ignifuged," or rendered chemically incombustible. In addition to these defenses against fire, there will be two large central fire stations and nearly fifty smaller posts, all provided with the most approved fire-extinguishing apparatus.

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SOCIALIST DEMONSTRATIONS IN AUSTRIA.—While the Vienna press has full play in most questions of foreign events, it has remained comparatively silent during a very serious domestic crisis, the full particulars of which are published in the papers of Paris. It seems that for a few days prior to the date set (Aug. 1) for enforcing the new sugar duties of 6 florins per 100 kilogrammes several dangerous demonstrations were indulged in by the Socialists. In one of the gatherings there were 10,000 people, who, headed by the Socialist Deputies, marched through the streets crying "Down with the Government!" "Down with Count Thun!" "Down with the taxes!" An attempt was made to storm the home of Dr. Lueger, the leader of the anti-Semites, who is also Burgomaster. It was only by the use of a strong force of police that the house was saved. In Gratz, the capital of Styria, similar demonstrations were made. Here the gendarmes had several not altogether bloodless combats with the Socialists. The Socialist crowds cried, "Hurrah for a Republic!" "Hurrah for revolution!" and marched to the Castle of Gratz, which is occupied occasionally by the royal family. This building they prepared to storm, while volleys of stones and buckets of hot water were thrown upon their heads by the inmates. The doors being smashed open, the crowd poured through the lower halls, crying "To the lamp post with the dogs!" "Down with the anti-Semites!" A desperate attempt was made to lynch the caretaker of the residence. Ladders had already been placed against the windows of the second story when a strong force of mounted police appeared on the scene and dispersed the rioters. The foreign correspondents in Vienna declare that the significance of these disturbances must not be underrated, for they clearly demonstrate the impossibility of the present system in Austria. It is affirmed that things have grown appreciably worse since the fall of the Badeni Cabinet and that no confidence is placed in von Thun's Ministers, while the situation recalls the state of affairs that prevailed prior to March, 1868, when the civil marriage question was the source of so much agitation.

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FRANCE WILL HAVE NO CARLIST AGITATION ON HER FRONTIER.—The French Government recently gave notice to the Marquis de Ceralbo, representative and counsellor of Don Carlos, that he must leave the little town of Béhobie, situated on the Franco-Spanish frontier, within twenty-four hours. A representative of Le Gaulois called at the Spanish Embassy in Paris to make inquiries concerning the matter. Señor Gutierrez Britto, private secretary to the Ambassador, stated that for some time past the Carlists had been very active on the frontier near San Juan de Luz and Biarritz, and that their movements had been suspected. Asked whether the Marquis de Ceralbo had been told to leave his residence at a request of the Spanish Ambassador made to the French Government, M. Britto replied in the negative. The French Government had taken the step on its own initiative, which, Señor Britto remarked, showed the friendly feelings it cherished for Spain. It could no longer tolerate such doings within its frontiers. It is understood in Paris that the notice to the Marquis leaves him free to remain in France on condition that he resides north of the Loire.

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DEATH OF THE DEAN OF THE SACRED COLLEGE OF CARDINALS.—Cardinal Mertel, whose death is reported from Allumiera, near Chittavecchia, Italy, was the oldest Cardinal in the Sacred College. He was ninety-four years of age, and had worn the baretta for forty-two years. He played a conspicuous part in the politics of 1848, and to him is attributed the compilation of the Constitution of the Pontifical States. He was Minister under Antonelli, the Secretary of State of Pius IX. Like Antonelli, Cardinal Mertel was never ordained priest, and devoted his studies to law instead of theology. He belonged to the Committee for Reforms, instituted by Pius IX. The oldest Cardinal now in the Sacred College is Cardinal Fanossa. Bishop of Verona, who is just eleven months older than Pope Leo XIII. Cardinal Mertel was a great favorite among his colleagues of the Sacred College. His great age, it is said, excluded all jealousy.

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Confers with Emperor Francis Joseph

AUSEE, Austria, Aug. 6.—Prince von Hohenlohe was given an audience at the railway station here to-day by Emperor Francis Joseph of Austria, who was passing through. His Majesty left the railway carriage to welcome the German Chancellor and invited him to enter the train, where they had a long conversation.

Pauncefote Talks With Choate.

LONDON, Aug. 6.—Lord Pauncefote, British Ambassador to the United States, had a long interview yesterday at the United States Embassy with Mr. Choate, the American Ambassador.

Bubonic Plague at Calcutta.

CALCUTTA, Aug. 6.—The bubonic plague has made its reappearance here.

MAY EXCOMMUNICATE 700.

Letter from Bishop Janssen Read in East St. Louis Churches.

ST. LOUIS, Mo., Aug. 6.—In all the churches of East St. Louis to-day a letter was read from Bishop Janssen concerning the rebellion in St. Patrick's congregation. The Bishop gives the parishioners until next Wednesday to recognize Father Cluse, his appointee as pastor of the Church. All who refuse to submit after that day will be excommunicated from the Catholic Church.

All who act as guards at St. Patrick's Church, take part in meetings of parishioners, contribute financially or by counsel to aid in the rebellion, or in any other manner identify themselves with the opposition to episcopal authority, come under the ban. Excommunication in this case will cut off 700 Catholics from the church. They will not be allowed to attend church services even on Sunday, and will be denied the sacraments, marriage and death ceremonies, and other rites of the Church.

WATER SUPPLY OF STATE

It Is Receiving the Attention of the National Government.

DEFORESTATION CONDEMNED

A Monograph on the Subject—Three Main Water Centres in the State—Genesee River Failing.

The remarkably advantageous situation of this State, forming a domain almost imperial in size, in the nature of its boundaries and its great waterways, has long been the admiration and envy of other States and countries. Occupying the rich territory between the Atlantic Ocean, the Hudson River and Lakes St. George and Champlain to the east; the St. Lawrence and the great lakes to the north and west, together with that marvelous concentration of natural power in Niagara, its water courses and resources have made it conspicuous and powerful. This pre-eminence of situation has finally attracted the close attention of the National Government, and the result is a full and complete monograph on the "Water Resources of the State of New York." The work forms Nos. 24 and 25 of the "Water Supply and Irrigation Papers of the United States Geological Survey," and is written by George W. Rafter.

In his introduction, speaking of the advantages the State has reaped from its great water resources, Mr. Rafter says:

"Reaching from the ocean on the east to the great lakes on the west, she has gathered to herself the treasures of the foreign world as well as those of half of the western continent. Her inland rivers, with their great water powers, have been in the past, and will continue to be in the future, a perpetual source of wealth. Taking into account the commercial supremacy guaranteed by the Erie Canal, it may be said that the history of the State's progress during the nineteenth century is largely a history of the development of her water resources."

The immense value of these water powers is indicated by the estimate of Mr. Rafter that "with restrictive legislation repealed and a proper mill act enacted, we may hope ultimately to develop in New York approximately 1,518,000 horse power, worth to the people of the State anywhere from $150,000,000 to $200,000,000 a year, or as much as the entire agricultural product of the State."

The consideration of these natural resources is not confined, however, to the waterways that furnish power to drive factories or to generate other kinds of force; but it deals also with the great sources of the water supply of cities and their millions of inhabitants, and with the areas that supply the canals of the State with waters that, according to this report, have been more enriching in their flow than those of the Nile or Euphrates. In this article it is purposed to consider only the facts and suggestions presented as to the water supply of the cities of the State.

THREE MAIN WATER CENTRES.

The water supply of the State—that is, such as is gathered within its borders, and not including the great lake basins and their outlet, the St. Lawrence—comes from three main water centres. "The first of these in importance," says the report, "is the Adirondack area, the peaks of which are over five thousand feet in height. Next to this are the Catskill Mountains, in the southeastern part of the State, the greatest heights of which are about four thousand feet; and, thirdly, are the highlands of the southwestern portion of the State, portions of the Alleghany plateau. In extent the Adirondack region is much the largest, and, owing to this fact and its higher elevation, it is the most important water centre of the State. The Catskill region, from its lower altitude and from changes introduced by cutting off the forests, is much less valuable in yield of water. The issuing streams are flashy and uncertain, pouring down destructive floods in Spring, and running nearly dry during the Summer and Fall. It is, without doubt, largely owing to this fact that water-power development has made less progress in this part of the State than in the other power-producing sections. The Alleghany plateau has also greatly deteriorated its water-yielding capacity on account of deforestation."

This fatal practice of the American people to denude the hills and mountainsides of their forests, in order to get a little more tillable land, while millions of acres yet remain untouched by the plow, is felt not only in the destructive sweep of floods from the deforested areas, but in the supply of water and its efficient and regular control. It is only recently that this State has begun to consider steps for protecting the water-supply areas, upon which the great cities must forever depend for their supply of healthful drinking water. In the meanwhile the denudation of woodland areas has seriously jeopardized the necessary supply of water that is needed by the dwellers in cities, and the farmer sees his crop parched in drought in one week and in the next witnesses the same crop swept down the stream in a sudden flood of waters from the bare hillsides. Such errors are easily made, but it requires half a century, in a fight against prejudice and inertia, to remedy them.

NEW YORK CITY'S SUPPLY.

The source of the water supply of this city is to be sought in the watershed of the Croton, for New York proper, and in the sand hills of Long Island for that part of the city which lies on the other side of the East River. The following information concerning the Croton River watershed is taken from the report:

"The watershed of the Croton consists of a broken, hilly country, with its surface soil composed principally of sand and gravel. Clay, hardpan, and peat, while found in a few localities, are for the whole area only present to a limited extent. The rock formation consists generally of gneiss, although strata of limestone, some micaceous, and talcose slates, with veins of granite, serpentine, and iron ore occur in a few places. The drainage area lies almost entirely in the State of New York, only a small portion being in Connecticut. It amounts to about 338 square miles above the old Croton dam and to 360 square miles above the new Croton dam, under construction. The main river is formed by three branches, known, respectively, as the East, Middle, and West branches, which, rising in the southern part of Dutchess County, flow south through Putnam County and unite near its south boundary. The river then flows across Westchester County to the Hudson River, into which it empties at Croton Point, about thirty miles north of the City of New York. The principal tributaries, aside from the East, Middle, and West Branches are Kisko, Titicus, Cross, and Muscoot Rivers. The average annual rainfall for the period 1870 to 1896 was 48.10 inches, and the run-off 24.65 inches."

That is to say, of every 48.10 inches of water that falls within the Croton River watershed area, 23.45 inches are retained in the soil and 24.65 inches are drained into the river and its tributaries, and a great part of it finds its way into the reservoirs that supply this city. "This stream," says the report, "is an exceedingly good water yielder. The minimum yield for a complete water year for the whole period from 1870 to 1896 was in 1883, in which water year, from December to November, inclusive, the total run-off was 16.83 inches."

THE CROTON WATERSHED.

The Croton watershed contains thirty-one ponds and lakes. Some of these have been used as natural storage basins by constructing dams at their outlets. Taking the natural and artificial storage, either actually carried out or now under construction, in the Croton watershed, the total storage amounts to 73,569,000,000 U. S. gallons. It is estimated that when completed the Croton water system will supply daily 280,000,000 gallons. At this rate, the report computes, the utilization from this drainage area will become 778,000 gallons per square mile a day, or 1.20 cubic feet per square mile a second.

As to the course of the water supply of Brooklyn, the report says: "The sand areas of Long Island present conditions of water yield different from those of the other drainage areas of the State. We have here an extended region of coarse, deep sand, into which the rainfall sinks easily, there being almost no surface run-off. These sand areas form subterranean reservoirs, from which from 0.7 to 0.8 cubic foot per square mile per second may be drawn, the same as from artificial reservoirs on the earth's surface, these natural underground reservoirs possessing the advantage of furnishing a filtered water of a high degree of purity.

"The taking of the water supply of Brooklyn from the sand areas of Long Island has led to the development of legal principles relating to rights in underground water somewhat different from those derived from the common law of England. The decision in a test case is, in effect, that when subterranean water is taken in large quantity for the supply of cities or for manufacturing purposes of early taking it is liable to the adjacent landowners the same as in the case of diverting surface water."

The question as to water ownership in this State is an interesting one, and reveals a great many anomalies. These are largely due to the circumstances of early settlement, which were extremely varied; and the waters of the State came into the possession of private persons or of the Commonwealth in a great variety of ways. It is well established law, says the report, that the Hudson and Mohawk Rivers belong to the State, while the Genesee and the other large rivers belong to the riparian owners. In the former case, the State received title to the whole territory from the English, who had got it from the Dutch; while in the latter the water courses were settled up and bought up just as land, and they carried with it the title to the water it inclosed or touched.

CITIES IN THE INTERIOR.

Rome gets its water supply from the Mohawk, Syracuse from Skaneateles Lake, and Rochester from the Genesee River. The volume of water from which the former two cities draw their supply seems practically exhaustless, but there is serious doubt as to the continuation of the supply from the Genesee River. A long series of measurements has shown that the water flow is rapidly decreasing in the river channel, owing to the deforestation of its watershed and banks. Mr. Rafter is confident, from these measurements, that "the minimum Summer flow of the Genesee River has decreased from 462 cubic feet per second in 1846 to about 220 cubic feet per second in 1895." This seems a loss of 50 per cent. in fifty years. In 1846, the period of the earlier measurements of the water flow of the entire area above Rochester, the virgin forest was from 65 to 70 per cent. of the whole.

With the exception of Buffalo, which practically draws its water supply from the great lakes, the cities of this State derive their water supply from near-by rivers and streams or small lakes. In one instance, that of Brooklyn, an artificial system of underground drainage is used. In the case of nearly all the water supply seems almost inexhaustible and not seriously imperiled by deforestation or other inroads upon the watersheds. Brooklyn, finding some difficulty in getting a sufficient supply from its subterranean system tapping the reservoirs under the sand hills of Long Island, is now seeking an additional supply from New Jersey, and it is probable that pipes will soon take water under two rivers into the streets of Brooklyn.

The watersheds are very seriously menaced, however, in the Catskill and Allegheny areas and in the valley of the Genesee. Most of the danger comes from deforestation, which still continues with unabated swiftness, and little if any effort is making to check it or to remedy the evil already done. One result is shown in disastrous floods, which destroy instead of fertilizing, and another is shown in the rapid shrinkage of streams, like the Genesee, which now carries through its valley less than one-half the magnificent volume it poured through it half a century ago.

The City of New York is taking provision in good time. It is obtaining control of the watershed of the Croton River and its tributaries, and is constructing works that will treble the capacity of the present system. Besides this, there is abundant source of water in the New Jersey mountains that can be tapped whenever necessary to supply the growing metropolis with more water.

WOMAN AND CHILDREN MISSING

James Green of Queens Reports the Disappearance of His Housekeeper With His Two Daughters.

James Green of 128 Hunter Avenue, in the Long Island City section of Queens, reported to the police in that borough last night that his housekeeper, Annie Child, or Hayes, was missing, and that she had taken his two children with her.

The woman is about forty years of age, and had been in Green's employ for some time. She left the house yesterday about 4:30 o'clock, and has not been heard from since. She had with her Henrietta Green, nine years old, and Irene, two and one-half years old. The family supposed Mrs. Child had gone out for a walk, and taken the children, and the case was not reported until late last evening. The father could give no idea where the woman could have gone with the children.

Mrs. Green, who was almost frantic last night, says she knows nothing of the woman beyond the fact that she had a husband who worked around a hotel near the Bull's Head Market, in Manhattan.

The missing woman had blue eyes and dark hair. The girl Henrietta had brown hair, blue eyes, was barefooted, and had on a blue-checked dress. The younger child had golden hair and blue eyes.

Do Plants Think.

From The New Orleans Times-Democrat.

"Do plants think?" said a St. Mary planter in the Denechaud lobby. "Have they powers of reason or any way of determining what is going on around them? The questions seem rather fantastic, I admit, but they are prompted by some very curious observations made at my home only a few weeks ago. My daughter, who is very fond of flowers, has a morning glory vine growing in a box on her window ledge. While watering it recently she noticed a delicate tendril reaching out toward a nail in the side casing. She marked the position of the tendril in pencil on the wood, and then shifted the nail about an inch lower. Next day the little feeler had deflected itself very noticeably, and was again heading for the nail. The marking and shifting were repeated four or five times, always with the same results, and finally one night the tendril, which had grown considerably, managed to reach the coveted support, and we found it coiled tightly around it. Meanwhile another bunch of tendrils had been making for a hook that was formerly used for a thermometer. Just before it reached its destination my daughter strung a cord across the window sash directly above. It was a choice, then, between the old love and the new, and as a morning glory always seems to prefer a cord to anything else, it wasn't long in making up its mind. In a very few hours the pale, crisp little tendrils—which, by the way, convey a surprising suggestion of human fingers—had commenced to lift toward the twine. Next day they reached it, and took such a firm grip that I don't believe they possibly could have been disengaged without breaking the fibre. Scientists are no doubt familiar with such phenomena, and, if so, I would be very glad to learn whether they have formulated a theory on the subject. To me it seems simply inexplicable."

Bleeding Portrait of the Empress.

Cracow Correspondence Chicago Record.

The Galician peasantry is fond of the marvelous, especially of marvels concerning the persons of rulers. Many were the legends about the ill-fated Maximilian, Emperor of Mexico, and Rudolph, the heir apparent to the Austrian throne. They were not dead, but languishing in dungeons, banished to distant lands, or living secretly in the country. And now we have a strange tale about a portrait of the late Empress Elizabeth, hitherto in the possession of one Kulczycki, who lives at Nowosiolak. Great drops of blood, it is said, began not long ago to ooze from the side of the frame of the portrait, which was glazed and covered with a veil. The news of this strange fact spread far and wide. Father Szuthiesz, the parish priest of Cracow, came in presence of numerous witnesses, and took the picture out of its frame. There was really blood, which he carefully wiped away and replaced the portrait in the frame. Removing it again after awhile he found that the picture was again moist with blood, which issued from a spot near the heart. He then took the portrait away, and, judging that a real miracle had taken place, caused it to be hung up in his church. The people of the neighboring villages are convinced that this signifies either that the late Empress was a saint, or that a great and bloody war is soon to come. Of course, all these facts—if they be facts—might easily be explained by the supposition that some trickery was employed.

Kansas Populists and Civil Service.

From The Topeka (Kan.) State Journal

State Bank Commissioner Breidenthal, who is the choice of many Populists for Governor, expresses his opinion of the issues of the next campaign by saying:

"The main issue, so far as I have been able to learn, will be civil service in the State charitable institutions and the penal institutions. I am in favor of a civil service plank, and believe many other Populists also are in favor of it. Some other State issues, perhaps, will come up, but there seems to be a disposition on the part of our fellows to make the fight on the principles of Populism rather than on personal grounds."

THE NEWS OF NEWPORT.

Special to The New York Times.

NEWPORT, Aug. 6.—The Casino concert this evening had the largest attendance in the history of the Sunday evening concerts. The grounds were brilliantly illuminated and every inch of available sitting room was called into use. All the spare lawn furniture was utilized and placed about the inner and centre lawns. The cottage colony was out in full force, and the only absentees were those who were dining with Mrs. Lloyd Brice, Mrs. Nathaniel Thayer, and E. L. Winthrop. The Casino grill rooms were filled with the cottagers and their guests at dinner. The largest entertainment was that of Mrs. George B. De Forest. Other functions were those of Mrs. H. Mortimer Brooks, Mrs. George Von L. Meyer, H. O. Havemeyer, Mrs. Clarence H. Mackay, George P. Messerve, Mrs. E. Rollins Morse, Mrs. Joseph E. Widener, and Frank B. Riggs.

Little else was talked of at the golf club and at the Casino to-day but the musicale given by Mrs. Drexel Saturday evening. That was the event of the season, but the one to occur next Saturday evening will be even more largely attended. It is expected at the coming musicale a cake walk will be the feature, and the cottagers are to take the floor and do the walk themselves, led by Mrs. Drexel, who is the best cake walker among the cottagers.

Miss Lucile Nave of St. Joseph, Mo., and Lindsey Russell of New York are the guests of Dr. and Mrs. Russell Bellamy at The Cliffs Hotel.

Mr. and Mrs. J. Frederick Kernochan of New York are the guests of Mr. and Mrs. Buchanan Winthrop.

Winthrop Rutherfurd has taken the Mason cottage for the season.

Mrs. J. Remory Codman is expected at her cottage to-morrow.

Senator Depew is to give his second large dinner of the season to-morrow evening.

Late registers at the golf club include George Lunnes, John E. Cowdin, L. Louden, Goold Hoyt, J. F. Byers, A. F. Everett, and George Herbert-Fillett.

STUART ROBSON'S NEW PLAY.

"The Gadfly" to Be Elaborately Staged at Wallack's Theatre.

"The Gadfly," which Stuart Robson will give at Wallack's Theatre, beginning Sept. 16, will be magnificently staged and most elaborately costumed, it being the comedian's desire to outdo in point of splendor any of his previous productions. The play is a dramatization of the novel of that name, written somewhat in the vein of Sardou's "Daniel Rochat," which was played at the Union Square Theatre over twenty years ago with Charles R. Thorn as the Atheist and Sarah Jewett as the Christian. The motive and strength of "The Gadfly" lies in the contention between an anti-religionist of the most pronounced type and a priest, whose character is loving, tender, and pathetic.

The character, Zita Rina, will be created by Miss Gertrude Perry, who has been a member of Mr. Robson's company for the last two years. Mrs. E. L. Voynich, the authoress of "The Gadfly," is now here superintending the preliminary arrangements for rehearsals of her play, which will begin at Wallack's Theatre Aug. 20.

FATAL NOSTALGIA.

Woman Died Because She Could Not Live Away from New York.

From The Pittsburg Dispatch.

"I wish I was in New York or dead!" exclaimed Mrs. Nora Legro to a friend last Friday. Forty-eight hours later she was dead. Homesickness was responsible, although the physicians declared alcoholism to be the direct cause of death. Utterly unused to liquors of any kind, she drank a quart of whisky, apparently for the purpose of reviving herself. Her husband found her in a comatose condition some hours later, and the constant efforts of two physicians were insufficient to revive her.

Mrs. Legro was formerly a widow, and had lived in Brooklyn, N. Y., all her life. Five months ago she became acquainted with Victor B. Legro, a painter, whose home was in Allegheny, but who was doing some work in Brooklyn. On June 3 they were married. Soon afterward Legro secured work in Allegheny, and brought his wife here. They secured three rooms on the second floor of a house on Forty-third Street, Allegheny, and went to housekeeping. From the first Mrs. Legro suffered from homesickness. She was a stranger among strangers, and she longed for her friends in the East. She became dispirited and subject to melancholia. Physicians who prescribed for her said she was suffering from nostalgia, the technical name for homesickness. Mrs. Legro became acquainted with several women living on Eldwell Street. She frequently expressed to Mrs. Mary A. Wright, who lives on the first floor of the house, her desire to return to the East. To another woman she had made the remark quoted above, "I wish I was in New York or dead."

Last Friday her husband expressed the belief that a drink of whisky might do her good. She had been suffering from stomach trouble. According to Dr. C. F. Boucek, she had never tasted whisky in her life, but she assented. Mr. Legro purchased a quart of liquor, gave her a dose, and cautioned her as to subsequent doses. She took the first dose some time Saturday morning, and her husband then went to work. He

FINANCIAL DIRECTORY.

Chemical National Bank 270 Broadway.

Hanover National Bank Capital, $1,000,000. Surplus and Profits, $2,500,000 9 and 11 Nassau St.

National Bank of Commerce CAP. AND SUR., $8,500,000. 31 Nassau St.

The Nassau Bank Corner Beekman and Nassau Streets.

Central National Bank 320 Broadway.

Phenix National Bank. 49 Wall Street.

Continental Trust Company 30 Broad St.

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Washington Trust Company Stewart Building, 280 Broadway.

Real Estate Trust Co., 30 NASSAU STREET. Capital, Surplus, and Undivided Profits $900,000. Receives Deposits, Allowing Interest. Acts as Trustee Transfer Agent, Registrar, &c. PHILADELPHIA. Fourth Street National Bank Capital, $1,500,000. Surplus, $1,400,000.

BANKERS' CARDS.

Holmes & Co., EMPIRE BUILDING, 71 Broadway, New York. Members { N. Y. Stock Exchange. N. Y. Cotton Exchange. Chicago Board of Trade. Branch Office: GRAND UNION HOTEL, SARATOGA.

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JOSHUA BROWN & CO. BANKERS, 45 and 47 Wall St., N. Y. 89 State St., Boston. Specialists in Investment Securities and monthly dividend paying Zinc Stocks. Interest allowed on deposits, subject to check at sight. We do not buy or sell stocks on a margin. Accounts of investors solicited. Write for List of Desirable Investments.

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FINANCIAL.

We desire to buy Bank of America, Nat'l Bk. of Republic, Western Natl. Bank, Seaboard Nat. Bank. WE ALSO DEAL IN ALL Bank & Trust Co. Stocks **J. P. Goodhart & Co.,** 38 WALL STREET.

SINKING FUND NOTICE. PANAMA RAILROAD COMPANY FIRST MORTGAGE BONDS Dated August 16, 1897.

The CENTRAL TRUST COMPANY OF NEW YORK and WM. NELSON CROMWELL, Trustees, give notice that in accordance with a certain indenture made by the above-named Railroad Company, dated August 16, 1897, the Central Trust Company of New York will receive proposals to sell the above-named bonds at a rate not exceeding, however, the par value thereof and accrued interest, with five percentum added to the principal, the total offer not to consume more than one hundred and fifty thousand ($150,000) dollars. The sealed proposals will be opened at the office of the CENTRAL TRUST COMPANY OF NEW YORK, in NEW YORK CITY, at three o'clock P. M., on the 28th day of August, 1899. CENTRAL TRUST CO. OF NEW YORK, By E. Francis Hyde, 2d Vice-President. WM. NELSON CROMWELL, Trustees.

FINANCIAL.

Guaranty Trust Co. of New York. NASSAU, CORNER CEDAR STREET.

CAPITAL, - - - - $2,000,000
SURPLUS, - - - - - $3,000,000

ACTS AS TRUSTEE FOR CORPORATIONS, FIRMS, AND INDIVIDUALS, AS GUARDIAN, EXECUTOR, AND ADMINISTRATOR. TAKES ENTIRE CHARGE OF REAL AND PERSONAL ESTATES.

INTEREST ALLOWED ON DEPOSITS subject to cheque or on certificate.

DRAFTS ON ALL PARTS OF GREAT BRITAIN, FRANCE, AND GERMANY BOUGHT AND SOLD. COLLECTIONS MADE. TRAVELLERS' LETTERS OF CREDIT AVAILABLE IN ALL PARTS OF THE WORLD, AND COMMERCIAL LETTERS OF CREDIT ISSUED.

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J. NELSON BORLAND, Asst. Treas. and Sec.
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Buys and sells exchange on the principal cities of the world, collects dividends and coupons without charge, issues travellers' and commercial letters of credit, receives and pays interest on deposits subject to cheque at sight or on notice, lends money on collaterals, deals in American and other investment securities, and offers its services as correspondent and financial agent to corporations, bankers, and merchants.

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Solicitors, FRESHFIELDS AND WILLIAMS. London Committee, ARTHUR JOHN FRASER, Chairman. DONALD C. HALDEMAN.

North American Trust Company NEW YORK, 100 BROADWAY. London, 95 Gresham Street.

Capital Paid In.....$1,000,000
Surplus and Undivided Profits. 500,000

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Acts as Executor, Administrator, Guardian, Committee, Trustee, Receiver, Assignee, Registrar, Transfer and Fiscal Agent.

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Subject to check, payable at sight or through the New York Clearing-house and on certificates of Deposit.

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ACTS AS TRUSTEE FOR RAILROAD AND OTHER MORTGAGES.

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ARPAD S. GROSSMANN, Treasurer
EDMUND L. JUDSON, Secretary.
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Vernon H. Brown,	James W. Tappin,
Seth M. Milliken,	Geo. W. Quintard
W. Seward Webb.	

Kansas City, Pittsburg & Gulf R. R. Co. Philadelphia, May 20, 1899.

To the holders of the securities of above-named and its terminal companies:

Your Committee deem it essential for the preservation of value of your securities:

First—That the securities covering the main line and the Kansas City and Port Arthur terminals be now merged and consolidated under one management.

Second—That such management be independent and in your interest alone.

Your property is of great value. It has an assured and a very large earning power. Its present financial condition is due to causes familiar to you, and which it would be difficult to avoid, even if the work were now to be done over again.

In the consolidation of the system we expect to receive the support of the foreign holders of all of the securities aected. The foreign holdings are, we are informed, a majority of the whole. Pending the preparation of the plan of reorganization we advise holders to refrain from depositing their securities with any committee in this country. The experience of some of our fellow-bondholders has been that it is easier to deposit bonds than to get them back.

Your Committee ask the holders of the securities of the main line and terminal companies to furnish their addresses and the amounts of their respective holdings to the Chairman, care of Equitable Trust Company of Philadelphia. They will thereafter be directly and promptly informed when the plan is ready for publication, and will be made acquainted with its provisions.

WILLIAM F. HARRITY, Chairman.
AUGUST HECKSCHER (New York.)
EDW'D WAGNER (Berlin, Germany.)
SAMUEL R. SHIPLEY.
SILAS W. PETTIT.
WINTHROP SMITH.

A GENTLEMAN HOLDING CONFIDENTIAL position with one of Wall Street's largest houses wishes to impart exceedingly valuable information regarding a certain stock that will positively advance 15 to 30 points in the next few days; account may be placed wherever desired. Address CONFIDENTIAL, Box 149 Times Office.

BROWN BROTHERS & CO., NO. 59 WALL ST., ISSUE COMMERCIAL AND TRAVELERS' CREDITS, AVAILABLE IN ALL PARTS OF THE WORLD.

"OUTSIDE" SECURITIES DEALT IN. **DAVID PFEIFFER, 18 Wall St.**

FINANCIAL.

TO THE HOLDERS OF THE Consolidated Sinking Fund Mtge. Bonds OF THE **Braddock Gas & Light Company.**

Notice is hereby given that all of the outstanding bonds above mentioned, issued under the mortgage to The Farmers' Loan and Trust Company, dated February 1st, 1893, are hereby called for redemption under the provisions of said mortgage, and will be paid and redeemed at par and accrued interest on the 11th day of September, 1899, at the office of The Farmers' Loan and Trust Company, No. 22 William Street, in the City of New York, State of New York.

The bonds so to be redeemed and paid are numbered as follows: 1, 2, 3, 4, 5, 6, 7, 126, 127, 128, 129, 130, 131, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 162, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173 174, 175, 182, 183, 184, 185, 186, 187, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250.

Dated July 31, 1899.

The Farmers' Loan & Trust Company, Trustee. by E. S. MARSTON, President.

TO THE HOLDERS OF THE Sinking Fund Gold Mortgage Bonds OF THE **BRADDOCK GAS & LIGHT COMPANY.**

Notice is hereby given that all of the outstanding bonds above mentioned, issued under the mortgage to The Farmers' Loan and Trust Company, dated February 1st, 1898, are hereby called for redemption under the provisions of said mortgage, and will be paid and redeemed at par, accrued interest, and a premium of five percentum on the 11th day of September, 1899, at the office of The Farmers' Loan and Trust Company, No. 22 William Street, in the City of New York, State of New York.

The bonds so to be redeemed and paid are numbered 251 to 400, both inclusive.

Dated July 31, 1899.

The Farmers' Loan & Trust Company, Trustee, by E. S. MARSTON, President.

TO THE HOLDERS OF THE **FIRST MORTGAGE BONDS** OF THE **McKeesport Light Company.**

Notice is hereby given that all of the outstanding bonds above mentioned, issued under the mortgage to The Farmers' Loan and Trust Company, dated May 1st, 1893, are hereby called for redemption under the provisions of the said mortgage, and will be paid and redeemed at par and accrued interest on the 11th day of September, 1899, at the office of The Farmers' Loan and Trust Company, No. 22 William Street, in the City of New York, State of New York.

The bonds so to be redeemed and paid are numbered as follows, 10, 11, 12, 13, 14, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 97, 98, 99, 100, 101, 102, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141.

Dated July 31, 1899.

The Farmers' Loan & Trust Company, Trustee. by E. S. MARSTON, President.

TO THE HOLDERS OF THE **Continental Trust Company's Interim Certificates** FOR **ST. LOUIS & SAN FRANCISCO RAILROAD COMPANY**

Central Division Mortgage Bonds.

Holders of the above-named certificates are notified that on and after AUGUST 7TH, 1899, said certificates may be exchanged for bonds of the St. Louis and San Francisco Railroad Company, Central Division Mortgage, at the office of the undersigned, 30 Broad Street.

New York, Aug. 7, 1899.

CONTINENTAL TRUST COMPANY of the CITY OF NEW YORK. GORDON MACDONALD, Vice-Pres't.

DIVIDENDS.

186th Dividend. Bank of the Manhattan Company, CHARTERED 1799. New York, July 27, 1899.

The President and Directors of the Manhattan Company have this day declared a semi-annual dividend of Four Per Cent out of the earnings of the last six months, payable on and after Thursday, August 10th, to stockholders of record on August 1, 1899.

Transfer books to remain closed to the morning of August 10. D. H. PIERSON, Cashier.

Compania Metallurgica Mexicana. New York Office, 27 William Street, July 28, 1899.

The Directors of this company have declared a semi-annual dividend of 4 per cent. on the preferred stock, payable September 15th, to stockholders of record at the close of business on August 1st. C. J. NOURSE, JR., Assistant Treasurer.

Tennessee Coal, Iron & R. R. Co., No. 80 Broadway, New York, July 19th, 1899. The Coupons due August 1st, 1899, on the bonds of the De Bardeleben Coal and Iron Company, and on the South Pittsburg purchase bonds of this Company, will be paid at maturity at the Hanover National Bank, New York City. J. BOWRON, Treasurer.

Standard Consolidated Mining Co. of Bodie, Cal., San Francisco, Cal., August 2, 1899. Dividend No. 94, of 10 cents a share, is payable here and at Farmers' Loan & Trust Co., New York, August 24th. Books close August 10th. J. W. PEW, Secretary.

MEETINGS AND ELECTIONS.

Office of the Twisted Wire Box Strap Co., 451 and 453 Greenwich St., N. Y. New York, July 26th, 1899.

NOTICE.—The Annual Meeting of the Stockholders of the Twisted Wire Box Strap Co., for the election of Trustees for the ensuing year, and for the transaction of such other business as may come before the meeting, will be held at the office of the company, 451 and 453 Greenwich St., New York City, on Monday, August 14th, 1899, at 2 o'clock P. M. Polls open from 2 to 3 P. M. Transfer books close from Aug. 1st to Aug. 15th. ALBERT F. HOCHSTADTER, Sec. & Treas.

Chicago, Milwaukee & St. Paul Railway Company.

The annual meeting of the stockholders of this company for the election of Directors, and for transaction of any other business of the company, will be held at the office of the company, in the City of Milwaukee, at 12 o'clock noon, on Saturday, September 23d, 1899.

The transfer books will be closed on Thursday, 31st of August, and reopened on Monday, 25th of September. JAMES M. McKINLAY, Assistant Secretary.

LOST AND FOUND.

LOST.—A Trust Receipt for eighty-three shares of the Preferred Stock of the Northern Pacific Railroad Company, issued in the name of Anna W. Syms. A suitable reward will be paid by the undersigned for its return, or for any information that will lead to its recovery. CHAS. CHASE, Agent.

COPARTNERSHIP NOTICES.

Notice of Dissolution of Co-partnership To whom it may concern:

The co-partnership heretofore existing under the firm name of the UNIVERSAL ELECTRIC PULL SOCKET AND SWITCH COMPANY, and doing business at 409-413 East 91st St., Borough of Manhattan, City of New York, has this day been dissolved. Dated New York, Aug. 5th, 1899.

Bank of Spain's Report.

MADRID, Aug. 6.—The Bank of Spain reports for the week ended yesterday shows the following: Gold in hand, no change; silver in hand, decrease, 3,687,000 pesetas; notes in circulation, increase, 136,000 pesetas.

BULLION STATISTICS.

Silver bullion certificates were quoted on the Stock Exchange at 60½@61.

Bar silver in London was 27⅝d per ounce, and in New York 60¼c. Mexican silver dollars at 48c.

The Mercantile Safe Deposit Company holds 517,045.33 ounces of silver bullion.

THE FINANCIAL MARKETS

What may happen in sterling exchange—this concerns Wall Street acutely; and the course of this week's security market may be influenced, even dominated, by international considerations.

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Many important Wall Street figures, both brokers and traders, are still out of town, and, so far as appears, few of them propose immediate return. The market's opportunities are so well founded that much depends upon the movements of just such interests, for with business conditions favorable in every quarter it apparently remains only for concerted action upon the part of a few important financiers to start a Stock Exchange activity which would lead to the development of marked value advances.

Throughout this week more or less further discussion is likely to proceed touching money-market conditions and prospects, but in banking circles there exists none of that apprehension which bear speculators seek so assiduously to promote. Time funds in plenty at three-fourths the legal interest rate signifies something else than imminent stringency, a fact which can require small shrewdness to appreciate.

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One notable feature in Wall Street affairs is the confidence shown by prominent bankers in the certainty of an early market improvement. Such interests are not in any hurry. Instances abound where banking houses of prominence have lately been buying large blocks of bonds with a view to holding such purchases intact till Autumn or till there comes the investment buoyancy, which it is the bankers' view can be counted upon with assurance. One instance is cited where something like $10,000,000 of bonds have been taken by an international banking house and quietly put aside, the assurance being given to colleagues that such investment is profitable not through immediate marketing, but to meet larger investment demands certain soon to appear.

If the West be just now requiring large amounts of money wherewith to harvest and move its crops, there must before long be surplus cash on hand out West realized from the marketing of the crops; and out of that condition will grow large investment demands, or so at least conservative observers are calculating. To some extent within the last year the West has figured in Wall Street. The tendency to buy securities is one easily developed, and holding tremendous surpluses of cash the West is likely to become a factor in security markets.

FINANCIAL ANNOUNCEMENTS.

The Continental Trust Company gives notice to holders of its interim certificates for St. Louis and San Francisco Railroad Company, Central Division, mortgage bonds, that those certificates may be exchanged for the bonds at the office of the trust company on and after to-day.

EXPERIMENT STATION WORK.

Ripening of Cheese Not Due to Bacteria—Too Much Water Used in Arid Region—Farmers Friendly.

WASHINGTON, Aug. 6.—Dr. E. W. Allen, Assistant Director of Experiment Stations in the Agricultural Department, has just returned from an extended tour of the West, made for the purpose of inspecting the various stations in that section of the country.

He states that one of the most interesting lines of investigation which is being pressed in these stations is that with regard to cheesemaking. The station in Wisconsin is taking the lead in this work, and discoveries have been made there which may revolutionize the European theory that the ripening of cheese is due to bacteria. The American experiments demonstrate that the principal change in the albuminoids which takes place in the ripening process is dependent upon a ferment which is contained in the milk itself, and not to bacteria. It is believed that this discovery will have an important bearing upon cheese manufacture in the future.

In the stations in the semi-arid region much attention is being given to the investigation of excessive alkali in the soil. In many sections, notably in California and Utah, there are large regions of irrigated land which are practically non-productive on account of the presence of alkali. Investigation makes it plain that this is due to irrigation, and in many instances to excessive irrigation. The water applied to the soil brings the salts to the surface when it rises. In some instances it has been found that the lower portion of streams had been rendered very alkaline by the return of these salts in the water from the irrigated fields.

The experiment stations have been trying to find a remedy for the evil. This they are seeking to do by demonstrating that in most instances crops do not require nearly so much water as is applied to them. They are working along practical lines in the solution of the problem, and in some cases the more progressive farmers are co-operating with them. Eventually it may be shown just what quantity of water is required for a given crop in a given locality, and if this is done farmers can count upon not only saving from destruction much land already under ditch, but also upon extending the irrigable area, as more land can be supplied with water from the available supply. In Montana, Idaho, and other semi-arid States much work has been done looking to securing forage plants adaptable to the altitude and climate. In these States satisfactory results have been secured with the cow pea, which is generally planted with oats. Red clover is also found to flourish there even better than in the Eastern States. In other regions much attention is given to the rotation of crops.

Dr. Allen reports a growing friendship toward the experiment stations on the part of the farmers. When the stations were first established they were regarded as an innovation, but now, in many instances, the farmers have come to depend upon them.

MINNESOTA'S IRON WEALTH

Millions of Tons of High Grade Ore Ready for Mining.

ATIKOKAN RANGE PURCHASED

Product to Be Used to Build Up an Export Trade in Steel—Riches in the Menominee Range.

Special to The New York Times.

DULUTH, Minn., Aug. 6.—Especially in view of the recent statements of men supposed to know, that there was soon to be a famine of iron ore in America, the discovery of one important new range and the first definite steps for the opening of another that has lain idle since its finding are timely and valuable contributions to commercial economics.

In the conclusion of negotiations for the opening of the Atikokan range, lying north and west of Lake Superior, and fifty miles from the Vermilion range in Minnesota, a sixth great ore producing territory is likely to be added to the five already shipping from Lake Superior. A party of wealthy iron men has just closed an option for the fee to four miles of the strike of the Atikokan range, paying $10,000 cash at a bank in this city, and agreeing to pay $350,000 more at the conclusion of their investigations. In a few weeks they will have their men at work test-pitting and examining the ore. They will not do prospecting and exploration, for that is scarcely necessary where the iron ore rises 100 feet above the surrounding soil and can be traced for thousands of feet and at intervals for many miles, but they will examine to see whether or not the rich assays of the surface ore hold out, and if so they will begin mining immediately.

The existence of the Atikokan range has been known to a few persons for fifteen years, but nothing has been done toward its development. The lands on which an option has been obtained lie within half a mile of the Ontario and Rainy River Railway, which the Dominion Government is now helping to build by giving it a grant of $10,400 to the mile, and which will be running along the Atikokan River within a year. The road will build ore docks at Fort William, on Lake Superior, and the ore from these mines will be shipped to furnaces in the United States, which can be done free of import duty if the product be exported. It is the intention of the buyers to use the entire ore supply from this region to build up an export trade in steel.

Assays made at various times by the Canadian Geological Survey, the Minnesota Iron Company, Carnegie & Co., and others show this ore to be from 64 to 68 in iron and as low as .030 in phosphorus, making it an ideal Bessemer ore. It is said that there are 2,000,000 tons of ore in sight at the present time, without one stroke of development work ever having been done. Recent reports of experts say that the ore may be mined and put on cars at from 40 to 50 cents a ton. It can be dropped by side cuts directly into cars on tracks beside the outcrops.

Another important ore discovery in the lake region has been made at the centre of the old Menominee range, where mining has been going on for twenty years and more, but where there is now more exploration than at any time in its history. This find is located between Iron and Felch Mountains, and a bed of high Bessemer ore has been traced for a long distance, 140 feet wide, and of how great depth no one yet knows. It looks like one of the most important finds of recent years. Not far away a large deposit of ore has just been struck on land that has been a farm for the last twelve years, and reports are coming in almost every week of finds of new mines on the range. The Minnesota Iron Company is taking lands on this range, and in the last three months has obtained nearly 100 locations, from which it is likely to procure a very large quantity of ore at a very small cost. Other large concerns are doing the same, and the opportunities for discovery on this one old range seem almost unlimited.

Developments are going on in this State that will surprise the most sanguine, and that are likely to add many millions of tons of high-grade ores to the amount in sight in the near future. Thousands of men are engaged in exploration, and lands that appear to be iron-bearing have advanced tenfold in value in the last twelve months.

Constable Killed by His Prisoner.

LONDON, Ky., Aug. 6.—The killing of a constable by his prisoner in a remote part of Leslie County has just been reported here. Last Thursday James Beltzer went to the head of Middle Fork and placed under arrest a man named Howard, from Harlan County. The two had proceeded a little distance when Beltzer stopped and entered a house, leaving Howard outside. As Beltzer stepped from the doorway Howard drew a revolver and shot him through the head, causing instant death. Howard made his escape.

Would Not Stand Aside and Was Shot.

LONDON, Ky., Aug. 6.—Last night, at East Bernstadt, Laurel County, while Clyde Thompson, aged eighteen, a son of Deputy United States Marshal George Thompson, was leaning against a telegraph pole, a young man named Holt came along and told Thompson to stand aside, as he wanted to shoot at the pole. This Thompson refused to do. Again Holt told him, and again Thompson refused. Then Holt drew a 45 calibre Colt and fired at the pole, hitting Thompson, who is fatally wounded, the ball passing through his body one inch from his heart.

Think A. R. Kirby Is Wanted.

NEW BRUNSWICK, N. J., Aug. 6.—A. R. Kirby, fifty-two years of age, an Englishman, was arrested here last night, charged with trying to obtain goods under false pretenses. It is alleged he tried to obtain shoes from local dealers upon orders purporting to be signed by well-known local men. The prisoner is a man of fine education. It is believed he may be wanted elsewhere, and he is being held until other cities can be communicated with.

To Cast Statue of Admiral Semmes.

NEWARK, N. J., Aug. 6.—The casting of a bronze statue of Admiral Semmes, commander of the Alabama, will be begun here to-morrow in the foundry of Ernest Vatier. The statue is to be one of heroic size. It is designed by Caspar Buberl of New York and is to be erected at Mobile.

A BOOM IN BUILDING.

Real Estate Record and Guide.

The following statistics show very clearly that the general improvement in business throughout the country is stimulating building activity:

	January to June.					
	—1899.		—1898.		—Per cent.—	
Cities.	No.	Cost.	No.	Cost.	Gain.	Loss.
New York, (Manhattan and Bronx.)	4,565	$71,370,870	2,787	$42,962,519	66	..
Borough of Brooklyn	3,724	12,830,985	3,006	7,891,290	63	..
Chicago	2,118	11,865,260	2,082	10,152,800	17	..
Philadelphia	4,026	10,420,430	3,997	12,167,470	..	14
St. Louis	1,150	4,195,295	1,387	4,373,122	..	4
Washington	1,385	3,505 363	1,086	2,425,311	45	..
Cleveland	1,490	2,918,270	1,491	1,666,777	75	..
Pittsburg	1,054	2,908,720	747	2,683,736	8	..
Detroit	1,183	2,000,700	1,076	1,938,100	8	..
Milwaukee	756	1,961,298	615	1,469,971	33	..
Kansas City	1,806	1,904,780	1,458	1,264,100	51	..
Buffalo	813	1,616,497	850	2,344,299	..	31
Minneapolis	1,720	1,512,131	1,433	1,231,275	23	..
Los Angeles	875	1,119,537	755	1,034,651	8	..
Cincinnati	1,140	1,112,124	964	1,220,315	..	9
New Orleans	864	987,210	754	680,760	45	..
St. Paul	542	797,538	495	509,341	57	..
Louisville	1,263	791,527	1,033	821,508	..	4
Toledo	....	765,530	....	465,655	64	..
Allegheny	362	571,125	319	572,625	..	..
Omaha	410	404,294	530	784,623	..	48
Totals for twenty cities	.....	$135,649,484	.....	$98,660,254	Inc.	37.4%

These figures are in all respects interesting and encouraging, but they become simply phenomenal when we examine them in detail and then see that of a total increase of about $37,000,000 for the given twenty cities over $33,000,000 of that amount must be credited to Greater New York! As a centre of building operations the metropolis dwarfs any other city in the country to a condition of microscopic insignificance. It is equal to more than six Chicagos and nearly seven Philadelphias. What a "local" market!

Of course, not all of the $84,000,000 worth of new buildings projected in New York will be instantly carried out; and even with the big proportion that will be promptly undertaken some time must elapse before the money expenditure involved will be distributed for labor and materials. But the statistics are the forerunners of actual activity. They may safely be taken as the beginning of unusually brisk conditions.

DOINGS OF THE PRESIDENT.

A Native Drives Him to the Wrong Church—Premier Laurier Not to Visit Hotel Champlain.

PLATTSBURG, Aug. 6.—President McKinley, accompanied by Secretary Cortelyou, attended church this morning, driving from the Hotel Champlain behind a pair of grays. Although the driver had lived in Plattsburg all his life, he drove the two to the Presbyterian Church instead of to the Methodist Church, making the President about fifteen minutes late. The pastor of the church, however, delayed the commencement of the service until the arrival of the President. When he entered the church the entire congregation arose and remained standing until he had been seated.

Bishop Goodsell of Tennessee preached the sermon. The Rev. Dr. Joel W. Eaton, Presiding Elder of the Champlain District of the Troy Conference, in his prayer asked that "the blessing of God may rest upon the President of the United States, and that through us the uncivilized peoples of other lands may be lifted up." At the close of the service the congregation remained standing until the President had reached the street.

Everything is ready for the yacht races to-morrow. Part of the fleet has arrived, and the rest of the boats, which spent the day in Valcour Bay, near the Summer home of ex-Congressman Sibley of Pennsylvania, will arrive early to-morrow morning. Ex-Congressman Southwick of Albany arrived here last night, and in company with ex-Congressman Wallace T. Foote, Jr., of Port Henry, met and entertained many friends. Mr. Southwick will act as first mate on board Mr. Foote's yacht Gleam in to-morrow's races. Dr. W. Seward Webb, Miss Webb, and W. D. Sloane came over on the Elfrida to-day from Shelburne Farms, Vt. President McKinley and Mrs. McKinley, Vice President and Mrs. Hobart, and several invited guests will witness the races to-morrow from Mr. Webb's yacht.

Sir Wilfrid Laurier, the Canadian Premier, has reconsidered his determination to visit the Hotel Champlain while the President is here, and therefore will not arrive this week, as expected. According to reports received here, he believes that a visit at the present time would cause a great deal of unpleasant comment.

Secretary Root will arrive here Tuesday morning for a conference with President McKinley. It is understood that not only will the Philippine problem, but other questions now confronting the Secretary of War, such as the situation in Cuba and Puerto Rico, and the attitude to be maintained toward Gen. Miles, will be discussed in detail and a general plan of action agreed upon.

YAQUI OUTBREAK SERIOUS.

The Indians Said to Be Well Supplied with Money and Arms.

AUSTIN, Texas, Aug. 6.—A special dispatch received here to-day from Terrasa, Chihuahua, Mexico, which is located near the scene of the Yaqui uprising, states that the Indians are arranging for a prolonged war. It is asserted that the Mexican Government will need a long time and a large force of troops to quell the rebellion.

The Yaquis are better prepared now than ever before for a long and bloody campaign. They are all well off financially, nearly all of them having saved the money which the Mexican Government paid them, at the rate of $200 per head, when they signed the treaty of peace two years ago. They have been making money since then, too, and it is known that they have been laying in a large supply of arms and ammunition for some time past. It has been common talk among the American prospectors in the Yaqui River Valley that the Indians were preparing for another outbreak, but as the braves had always shown a friendly spirit toward the Americans, it was thought they would not molest them when they went on the warpath. They are determined to recover all of their lost country, however, and will kill everybody they find within the limits of their old possessions.

It is said also that many miners and ranchmen in and near Cocori have been slain and their property laid waste.

Threw Stone Through Plate Glass.

After dining on ice cream yesterday and incidentally spending all his money for it, John Finck, who gave his address as 193 Park Row, proceeded to wage war on the plateglass front of the building at 41 Park Row. He hurled a stone through the door of a shoe store, and was going to try a shot at the window, when Policeman James Hally seized him and marched him off to the Oak Street Station. Finck could give no explanation for his conduct and was locked up.

THE COMMERCIAL WORLD

CASH PRICES FOR STAPLES.

Wheat, No. 2 red	75⅝
Corn, No. 2 mixed	37½
Oats, No. 2 mixed	27½
Flour, Minnesota patents	$3.80
Cotton, middling	6⅛
Coffee, No. 7 Rio	5¾
Sugar, granulated	5½
Molasses, O. K., prime	34
Beef, family	10.00
Beef hams	27.75
Tallow, prime	4⅝
Pork, mess	9.50
Hogs, dressed, 160 lb	6¾
Lard, prime	5.72½
Iron, Northern, No. 1 foundry	20.50
Butter, Western creamery	18

CHICAGO, Aug. 5.—Flour steady; No. 2 Spring wheat, 67c; No. 3 Spring wheat, 67@69½c; No. 2 red, 70¼c; No. 2 corn, 31@31¼c; No. 2 yellow, 32½c; No. 2 oats, 20¼@20⅜c, (new;) No. 2 white, 23c, (new;) No. 3 white, 20@25¼c; No. 2 rye, 52½@53¼c; No. 2 barley, 32@42c; No. 1 flaxseed, 98½c; Northwestern, $1.01; prime timothy seed, $2.40; mess pork, per bbl, $7.75@8.50; lard, per 100 lb, $5.27½@5.37½; short-rib sides, (loose,) $4.85@5.25; dry-salted shoulders, (boxed,) 5¼@5⅝c; short clear sides, (boxed,) $5.45@5.50; whisky, distillers' finished goods, per gallon, $1.26; sugars, cutloaf, $6.02; granulated, $5.50; clover, contract grade, $6.40.

COTTON.—Speculative operations in cotton were of smaller volume Saturday than for any day this season. The opening call developed a dull market, with a tolerably steady feeling at the previous day's closing prices. Later business disturbed prices to the extent of only 2 points and the market was finally dull at a net loss of 1@2 points.

Contract prices ranged as follows:

	Open.	High.	Low.	Close.
August	5.53	5.53	5.53	5.53@5.54
September	..	..	..	5.56@5.57
October	5.70	5.72	5.70	5.69@5.70
November	..	..	..	5.74@5.75
December	5.80	5.81	5.79	5.78@5.79
January	5.83	5.85	5.83	5.82@5.83
February	..	..	..	5.85@5.86
March	..	..	..	5.89@5.90
April	..	..	..	5.92@5.94
May	5.98	5.98	5.97	5.96@5.97
June	..	..	..	5.99@6.01

FUTURES.

NEW YORK PRICES.

Wheat—	Opening.	High.	Low.	Close.
September	74⅞	74⅞	74⅜	74⅞
December	77⅛	77⅛	77⅛	77⅛
Corn—				
September	35⅞

SUMMER RESORTS.

ADIRONDACK TIME TABLE.

NEW YORK CENTRAL.

Trains leave Grand Central Station:

7:30 P. M. with through Sleeping Cars via Utica,
7:50 A. M. with through Parlor Cars via Utica.

For Fulton Chain, Racquette Lake, Saranac Lake, Lake Placid, Paul Smith's, Loon Lake.

6 P. M. PEOPLE'S LINE STEAMERS ADIRONDACK AND DEAN RICHMOND from Pier 32, ft. Canal St., N. R., daily, except Sunday, connecting at Albany with express trains; **6:50 A. M.** over D. & H., for Saratoga, Lake George, Saranac & Lake Placid; **11:18 A. M.** over Adirondack Division N.Y.C., for Fulton Chain, Saranac, Lake Placid, Paul Smith's.

8:40 A. M. ALBANY DAY LINE from Desbrosses St., 9:00 A. M. from West 22d St. Daily except Sundays. Special train from Albany to Saratoga. Direct connections for the Adirondacks, Hotel Champlain & Montreal.

LAKE MASSAWEPIE.

HOTEL CHILDWOLD, CHAS. E. LEAND, Prop. Lake N. Y., G. C. S., 7:50 A. M., 8:30 A. M., and 7:30 P. M.; arrive 6:33 P. M. and 5:18 A. M.

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AND COTTAGES,

HOLLYWOOD, WEST END, N. J.

The most beautiful resort on the New Jersey coast. Superior cuisine and service.

EUROPEAN PLAN.

Suites, with bath. Concerts daily. Eighteen-hole GOLF course and new clubhouse at hotel entrance. Private surf bathing pavilion. For illustrated booklet or terms, address

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A model Summer Resort. ALWAYS COOL, situated on Great South Bay, overlooking the ocean; Surf and still water bathing; fine sailing; ideal roads for bicycling and driving; handsomely appointed and select family hotel. Capacity over 250. Perfect cuisine, pure water, ballroom, orchestra, dancing. Two hours from New York. Send for illustrated booklet.

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Inn cottages may be rented by week, month, or season. Newly furnished; all improvements, including bath. Meals served in new open-air dining room. Superior cuisine. French waiters. 18-hole golf course reached in three minutes. Fine bathing beach.

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35 miles from New York, on D., L. & W. R. R., via Barclay or Christopher St. Ferries. Altitude 900 feet. GEORGE W. TUTTLE, Manager.

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Jos. P. Greaves.....Manager

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PENNINGTON (N. J.) SEMINARY. On Bound Brook R. R., convenient to New York, Philadelphia, Baltimore, and Washington.
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Founded by the New York Protestant Episcopal Public School, the corporation which maintains Trinity School, in order to provide for girls a thorough secular education, combined with sound religious training.
School year opens September 11, 1899.
For particulars address the Principal, EMMA G. SEBRING, A. M., 257 West 93d St.

COLUMBIA INSTITUTE, Cor. W. 72d St. and West End Av., reopens Wednesday, Sept. 27. Collegiate preparation, intermediate, and primary departments; optional military drill; gymnasium; hot luncheon. Catalogue on application. EDWIN FOWLER, A. M., LL. D., Principal.

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(J. B. MORSE'S.)
423 Madison Avenue, New York.
Reopens Oct. 2. English, Classical, and Mathematical. Thoroughly graded. Send for circular. Principals at schoolroom daily after Sept. 17th.

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Kindergarten, Primary and Elementary Grades, High School, Kindergarten Normal Department. New Term opens Sept. 20; Branch School, Oct. 2d.
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Miss C. C. Fuller, Prin. 32d year begins Sept. 27.

INSTRUCTION—LAW SCHOOLS.

N.Y.University Law School. Sixty-fifth year opens Oct. 2nd, 1899. DAY CLASSES, (LL. B., after three years.) EVENING CLASSES, (LL. B., after two years.) EVENING CLASSES, (LL. B., after three years.) Daily sessions, 3:30 to 6 and 8 to 10 P. M. Tuition, $100. GRADUATE CLASSES, Fifteen courses. Five required for LL. M.
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NEW YORK LAW SCHOOL } **Day School**, 35 Nassau St. **Evening School**, 9 W. 18th St "Dwight Method" of Instruction. LL.B. in two years; LL.M. in three years. Send for catalogue.
GEORGE CHASE, Dean.

SUMMONSES.

SUPREME COURT—NEW YORK COUNTY.—WILLIAM A. HAZARD, plaintiff, against LIZZIE SCOTT, ADAM MOLAN, and WINNIFRED MORAN, defendants.—Summons.
To the above-named defendants: You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer on the plaintiff's attorney within twenty days after the service of this summons, exclusive of the day of service, and in case of your failure to appear, or answer, judgment will be taken against you by default for the relief demanded in the complaint.—Dated June 1899.
FRANKLIN W. MOULTON,
Plaintiff's Attorney.
Post Office address and office, No. 59 Wall Street, New York City.
To the defendant Lizzie Scott: The foregoing summons is served on you by publication pursuant to an order of the Hon. Martin L. Stover, one of the Justices of the Supreme Court of the State of New York, dated the 14th day of July, 1899, and on the said 14th day of July, 1899, filed with the complaint in the office of the Clerk of New York County at the County Court House, in the Borough of Manhattan, in the County, City, and State of New York, which said complaint was originally filed on the 13th day of July, 1899.—Dated July 14, 1899.
FRANKLIN W. MOULTON,
jy17-law6wM&au23 Plaintiff's Attorney.

EXCURSIONS.

New York's Ocean Trip

DIRECT TO THE IRON PIER AT

LONG BRANCH.

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Leave Pier 10, E. R., (above South Ferry,) 8:30 A. M., 2:30 P. M., 10:30 A. M., 4:30 P. M.

Leave Long Branch, 11 A. M., 5:00 P. M., 1 P. M., 7:00 P. M.

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The best service, by the best boats, ever given, which accommodates people who go for the quick sail down and back for the splendid view of the Bay, Harbor, the Forts, Sandy Hook, the Highlands, and the cottage cities on the Jersey Coast, or the people who wish to spend a few hours, or a day, at the seaside.

The REPUBLIC, that has so long been the "flyer" to Cape May, is a favorite with all who travel on her.

The COLUMBIA is celebrated as the Queen of Chesapeake Bay, and, with her large licensed capacity, a fitting sister ship to the REPUBLIC.

Both boats have immense deck room, elegant saloons, excellent restaurant, open at all times, and are built especially for sea-going work, stanch, fast, and reliable for prompt service.

There are concerts and vaudeville performances on all trips without extra charge.

Nothing that can secure comfort and amusement to their passengers is neglected.

To travel on them is to know them. To know them is to like them.

W. F. Russell, Mgr., 1,181 B'way. Phone 211 Mad. Sq

All the World in Miniature, and a Veritable Filipino Village.

GLEN ISLAND

A delightful sail on fast going steamers. Two grand concerts daily. Magnificent foliage, rare plants and horticultural wonders. An unequaled menagerie, magnificent aviary, mammoth aquarium, grand museum, all FREE. Genuine Glen Island Clam Bake. Dinners a la carte. "Klein Deutschland." "The Dairy." Boating, Bathing, fishing, bowling & billiards.

TIME TABLE—STEAMERS LEAVE

Cortlandt St. pier, 8.45, 10.00, 11.00 A. M., 12.00 M., 1.30, 2.30, 3.30, 5.15 P. M., So. 5th St., Brooklyn, 9.30, 10.30, 11.30 A. M., 12.30, 2.00, 2.30, 3.00 P. M. East 92d St., 9.30, 10.00, 10.45, 11.45 A. M., 12.45, 2.15, 2.30, 3.15, 4.15, 5.45 P. M. LEAVE GLEN ISLAND 11.00 A. M., for East 92d St., and Cortlandt St. at 12.30, 2.00, 3.00 P. M., for Cortlandt St. only, 5.5, 5.30, 6, 7, 8 P. M., for all landings. EXTRA BOATS SUNDAYS.

EXCURSION 40 CENTS.
Including Admission to all Attractions.

MANHATTAN BEACH.

Trains leave foot of 34th St., E. R., N. Y., week days, 5:40, 6:40, 7:40, 9:20, 11:00 A. M., 12:10, and half-hourly 1:10 to 3:40 P. M.; 4:40, 5:10, 5:40, 6:00, 6:40, 7:10, 7:40, 8:10, 8:40, 9:30, 10:50 P. M.

Sundays, 6:50, 8:40, 10:10, 11:10 A. M.; 12:10 and half-hourly 1:10 to 9:10 P. M., 10:10 P. M.

Leave foot Whitehall St. (Battery) via 39th St., South Brooklyn Ferry, daily *7:00, and hourly 8:00 A. M. to 4:00 P. M., and every forty minutes, 1:40 to 9:40, and *10:20 P. M. *Week days only.

EXCURSION TICKETS 40 CENTS.

ROCKAWAY BEACH.

Trains leave New York, foot 34th St., E. R., 6:50, 8:30, 9:20, 10:00, 10:50 A. M.; 12:20, 1:20, 1:50, 2:20, 2:50, 3:20, 4:20, 5:30, 6:30, 6:50, 7:20, 8:20, 10:20, 11:50, 10.00 P. M. Last train returning 10:40 P. M.

Trains marked * runs Saturday only and Sept. 4.

EXCURSION TICKETS 40 CENTS.

DIRECT TRAINS FROM BROADWAY FERRIES VIA BROOKLYN UNION "L" R. R., week days leave Broadway Ferry 6:00, 7:00, 8:00, 9:00 A. M., and half-hourly from 9:34 A. M. to 9:34 P. M. Last train from Rockaway Beach at 10:57 P. M.

FARE 15 CENTS.

WEST POINT, NEWBURGH & POUGHKEEPSIE.

GRAND DAILY EXCURSION (Except Sunday) BY PALACE IRON DAY LINE STEAMERS "NEW YORK" and "ALBANY."

From Brooklyn, Fulton St., (by Annex), 8 A. M.
" New York, Desbrosses St. Pier...8:40 "
" New York, West 22d St. Pier...9:00 "
Returning, due in New York 5:30 P. M.
MORNING AND AFTERNOON CONCERTS

ROCKAWAY BOATS.

ROCKAWAY BEACH.

Steamers GEN. SLOCUM & GRAND REPUBLIC. Week days, 10.00 A. M. Sundays, 8.30 A. M. Leave Pier 1, E. R., foot Rector St. Leave Pier 6, E. R., foot Roosevelt St. Leave Pier 35, E. R., foot Market St. Leave Pier 1, N. R., foot Christopher St. Leave Pier 3, N. R., foot Morton St. Leave Pier 43, N. R., foot West 10th St. Leave Pier 46, N. R., foot West 23d St. Leave Pier 51, N. R., foot West 35th St. Leave Pier 59, N. R., foot West 42d St. Leave Pier 74, N. R., foot West 59th St. Leave Pier 79, N. R., foot West 74th St. Leave Pier 84, N. R., foot West 79th St. Leave Pier 96, N. R., foot West 91st St. Leave Pier 99, N. R., foot West 96th St. Leave Pier 100, N. R., foot West 99th St. Leave Pier 102, N. R., foot West 102d St. Leave Pier 104, N. R., foot West 104th St. Leave Pier 106, N. R., foot West 106th St. Leave Pier 108, N. R., foot West 108th St. Leave Pier 110, N. R., foot West 110th St. Leave Pier 112, N. R., foot West 112th St. Leave Pier 114, N. 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LIVELY EAST SIDE BLAZE

Four Injured, One Probably Fatally, in a Second Street Tenement.

WILD RUSH FOR FIRE ESCAPES

Woman Jumps from Third Floor Window and Another Carried to Safety Down the Ladders.

Four persons were injured, one probably fatally, yesterday afternoon at a fire which started on the first floor of the five-story brick tenement 140 and 142 Second Street. They were Mrs. Kate Loeb, fifty-two years old, who was burned about the face, arms, back, and chest, and bruised by jumping from the third floor to an extension, and was taken to Gouverneur Hospital; Henry Freitag, twenty-seven years old, of 131 East Third Street, who was burned about the eyes and overcome by smoke, and taken to Bellevue Hospital, and Mrs. Sophie Witt and Mrs. Victoria Deckler, both forty years old, who were overcome by smoke and remained at home.

The fire was discovered in a store occupied by H. Goodfriend, tailor, and started from some unknown cause. It was discovered by Patrolman Milton Woodbridge of the Fifth Street Station, who turned in an alarm. The building has fifty feet frontage on Second Street, and is only about twenty feet in depth. The other store on the ground floor is occupied by F. H. Jaep, an undertaker, and the upper floors by families, two on each floor.

Before the tenants in the house were aware that the place was on fire smoke had filled the hallways and many of the rooms above, having made its way up through the dumbwaiter shaft, which is in the middle of the building. Scarcely had the alarm been sent in when the flames made their appearance on the roof.

In a moment the whole house was panic stricken, and a rush was made for the fire escapes on the front of the building and for the roof of an extension in the rear from which there was easy access to the houses on Avenue A, near which the building is situated. Fortunately for the inmates of the place, several of the flats had been temporarily vacated by their tenants, who had left the house to spend the afternoon elsewhere.

Mrs. Kate Loeb, who was alone in her rooms on the east side of the third floor, was overtaken by the flames in the first stages of the fire and tried to make her escape through the hallway. She found flight impossible through the hall, and then ran to one of the windows in the rear. People saw her stand as if to jump, and shouted to her to remain, for already the firemen were beginning the work of rescue. She, however, paid no attention to their warnings and leaped, landing on a roof of an extension about twenty feet below. She was already burned about the face, head, neck, and breast, and was picked up in a partially unconscious condition on the roof, from which she was taken to a restaurant at 31 Avenue C, which was turned into an impromptu hospital for the benefit of the sufferers from the fire. She was then removed to the hospital in a critical condition.

One of the most sensational rescues made at the fire was that of Mrs. Sophie Witt, who lived on the fourth floor of the building. As soon as Mrs. Witt saw that the house was on fire she made directly for the fire escape at the front of that floor, and screamed that she was going to jump. At that moment the flames were dancing all about her, and smoke was pouring out of the windows behind her in dense volume.

In the meantime Firemen Vincent L. Havlina of Engine Company No. 30 and Henry Lakestream of Engine Company No. 66, who were passengers on a Second Avenue elevated railroad train, had seen the smoke coming from the building and had left the train at the First Street station to lend what aid they could to their comrades. They reached the building on the run just in time to see Mrs. Witt lean over the fire-escape balcony to throw herself down.

With a bound they mounted the fire-escape ladders and ran upward toward the woman to save her before she should jump. They reached her just in the nick of time, and lifted her over the iron railing of the balcony and carried her, although she weighs more than 200 pounds, and had fainted, down the ladders to the first floor, through which they took her to the extension in the rear and to safety.

Henry Freitag, was one of those citizens who was early at the scene of the fire. He ran up the fire escapes to lend what assistance he could to those in the building. He was himself overcome by smoke on the third floor balcony, and was burned over the eyes. He was taken down by Detectives Jackson, Burke, and Cavanagh of the Fifth Street Station.

Effective work was done by Edward Klein of 31 Avenue C, Ernest Kammer of 21 First Street, Albert Kupper of 97 Avenue A, and Charles Bauer of 31 Avenue C, in the rescue of Mrs. Victoria Deckler, who lived on the third floor of the house. The roof of the extension in the rear of the burning building connects with the roof in the rear of the restaurant at 31 Avenue A, in which all of these men were at the time of the discovery of the fire.

They saw Mrs. Deckler at her window on the third floor over the extension, and wrenching a fire-escape ladder from the building in which they were, carried it quickly to the roof of the extension and, shouting encouragement to her, placed it against the side of the building, and took her safely down.

The fire had such great headway when it was discovered that two alarms were sent in. The upper portion of the house was pretty well burned out, and the total damage to the building and its contents is estimated at $7,000, about $4,000 on the building and $3,000 to its contents.

In the course of the excitement attending the fire, Martin Ceen, twenty-seven years old, a butcher, of 76 Delancey Street, was arrested on the charge of having stolen a pocketbook containing 62 cents from Charles Kahn of 208 East Eighty-seventh Street. He was locked up in the Fifth Street Station.

LOST FINGERS CLEANING CYCLE.

Accident Befell Mrs. Smith, Who Neither Fainted nor Screamed.

Mrs. Lillian Smith, twenty-eight years old, of 17 East One Hundred and Fourteenth Street, met with a painful accident yesterday afternoon while cleaning her bicycle preparatory to a spin. She had finished the task, and was putting some graphite on the chain. To facilitate this she gave the wheel a quick turn, holding the graphite with the thumb and index finger of her right hand against the chain as it ran over the sprockets.

She got too close, and thumb and finger were caught between the chain and the whirling sprockets. The two upper joints of the finger were taken off as cleanly as if with a razor. The thumb was so mangled that it had to be amputated at the lower joint.

Mrs. Smith did not faint or even scream. She called in a friend, and together they went to the Harlem Hospital, where Dr. Babcock amputated the thumb. Mrs. Smith declined to take anaesthetics, and when the operation was over went home.

"The woman has the most superb pluck I ever saw," said Dr. Babcock.

Antwerp Philatelic Exhibition.

The Philatelic Exhibition at Antwerp, which is to be held in that city beginning Oct. 1 and lasting one week, has issued, for the information of stamp dealers and collectors, the regulations by which the affair will be governed. It will be held in the rooms of the old Museum of Paintings, and will be under the guidance of Jan Van Rijswick, Burgomaster of Antwerp. Edward Hulsens, Secretary of the Executive Committee, has headquarters at 94, Provincie Street (N.) 94, Antwerp. The classification of exhibits will embrace Belgian postage stamps, foreign postage stamps, telegraph stamps, revenue stamps, postal cards, philatelic books, and albums.

Fell Dead in Trolley Car.

David V. N. Williams, sixty years old, a broker, whose home was at 630 Pavonia Avenue, Jersey City, started yesterday for Long Branch, where his family is spending the Summer. He boarded a Summit Avenue trolley car of the North Hudson line to go to the ferry. He had scarcely taken a seat when he fell to the floor unconscious. He was taken to a drug store Dr. Hoffman, who was called, said he was dead. Heart disease was the cause. The body was removed to the Morgue, and the relatives were notified.

GOT SHARKS INSTEAD OF LING.

Capt. "Bill" Foster and Two Comrades Had a Good Day's Fishing Off Seabright.

The fishing steamer Angler returned yesterday afternoon from her regular daily excursion to the fishing grounds with a rather elated and somewhat excited load of fishermen and an unusually diversified catch, which included no less than three very large and vicious sharks. The sharks were taken off Seabright by Capt. "Bill" Foster, a veteran angler, and two friends, amateurs, but who, by virtue of their extraordinary catch, strode around the pier yesterday afternoon and prevaricated cheerfully and artistically to a circle of admiring spectators.

It is a rare thing to take even one shark in these waters in the course of an afternoon, and the sight of three of these sea monsters on the Angler's deck as she drew alongside the Liberty Island pier drew a big crowd at once.

Several skillfully embellished stories are told of just how the sharks were caught, but it was generally agreed that the Angler had a peculiar run of luck throughout the day.

It was officially announced when the vessel started on the trip that the anglers were to angle for ling. The official bait was to be "skimmers," but, as usual, several fishermen took small private supplies of other bait, ranging from helgramites to sand worms. Owing to the recent storms or the set of the tide or something nobody seemed to catch what he was fishing for.

If a man put his mind on ling, he was likely to bring up a cod, and if seabass was the thing he longed for, the chances were he would land a porgy. Everything in the sea seemed to be hankering after a meal off "skimmers." The Angler's piscatorial schedule was completely upset.

Capt. Foster and his two friends finally got into one of the ship's boats and rowed out from the vessel some distance. They were conservative and orthodox. They said they had come for ling, and they'd be hanged if they wanted to be yanking up sea roobins and devilfish instead.

They had just ceased rowing and got their lines out and were settled comfortably in the boat when one of Foster's friends got a bite that jerked his pipe out of his mouth and caused his hair to rise and his eyes to bulge out until he could have hung his hat on them.

It was no ling. A whole platoon of ling couldn't give a yank like that. The fisherman pulled in his line and found bait, hook, and all gone, cut away clean. Another hook was adjusted and another "skimmer" impaled.

Then Foster's other friend raised a disturbance and dropped his hat. He hauled in on his line as if he had a sunken schooner on the end of it. Suddenly everything let go, and he drew in his line to find hook and "skimmer" gone. Then Capt. Foster was observed hanging over the side of the boat as if he was trying to lift a ship's anchor. When his line finally came up, it was without a hook. He lit his pipe calmly.

"Sharks!" said he, sententiously.

They rowed back to the Angler and asked for the loan of the shark hook.

"A fine day for ling, Capting," remarked Capt. Foster, sarcastically, to the Angler's skipper.

The shark hook, with its length of chain and attached to a strong line, was baited with a piece of pork, and Capt. Foster and his friends went back to their fishing ground. The hook had scarcely been dropped overboard when there was a tremendous pull. The three men held on to the line desperately, and the boat went skimming over the ocean for half a mile.

The fishermen kept pulling in on the line all the time until they could see in the water the gray and white of a shark. They pulled up close, and as the boat swished along Capt. Foster reached over and with a hatchet banged the shark over the right eye. This lowered the speed of the boat, and one more blow shut off steam altogether. The shark turned over dead.

He was towed alongside the Angler. A loop was put over his tail and every one of the lesser anglers on board took a proprietary pull at the line and hauled him aboard. He proved to be a monster of the "mackerel" or "Dusky" variety, and measured one inch over six feet from tip to tip.

Capt. "Bill" and his comrades returned to the fray, and soon were seen skimming gayly along attached to another shark. This one was forty-nine inches long. Fifteen minutes later still another shark, a little over four feet long, was taken on board, and the Captain of the Angler said he believed he would start for the city. He said he rather expected to find ling on this trip, but he believed that ling were not biting very well.

The sharks are all of the kind usually found in the North Atlantic, but are extraordinarily large specimens. The Angler will probably organize an excursion for shark fishing.

FIFTH RESCUE THIS SEASON.

Joseph Finnegan Plunges Into the Harlem River and Saves the Life of Rose O'Brien.

Joseph Finnegan, twenty years old, of 415 Pleasant Avenue, yesterday afternoon saved the fifth life this season. He did it, too, at great risk to his own, and would not have succeeded but for the timely arrival of assistance.

Three-year-old Rose O'Brien of 350 Pleasant Avenue was the cause of all the trouble. Little Rose, with a number of small children, wandered down to the foot of East One Hundred and Twentieth Street, and somehow got out on Monahan's float in the slip there.

The children amused themselves in various ways for some time until Rose spied some seaweed drifting down with the tide. Instantly that seaweed was the one object of her desires, and she prepared to get some of it if the water would but sweep it within reach

Rose leaned far out to catch the drifting weeds, and in so doing lost her balance and fell into the water. The other children ran screaming in every direction, and Mrs. Monahan, the wife of the proprietor of the boathouse, added her cries to the general alarm. Some men tried to lower a boat to go to the rescue, but they were so slow that the tide was fast carrying the child away. Another man threw an oar to the drowning child, and narrowly escaped crushing her skull!

Just as it seemed certain death for the child, Finnegan appeared. He had been caulking a boat in the slip of the Harlem Yacht Club, adjacent, and was attracted by the tumult. He was already in his shirt sleeves and barefooted. He jumped into the stream without a moment's hesitation, and cut through the water to the spot where the child had been seen to sink for a second time.

He dove, and so long was he under the water that the people on shore thought that he was drowned. When he came up he was fifty feet further out in midstream, and he had the child. He started in, and it was a hard battle for him, as the tide was running very strong.

The excited men on shore, however, had by this time been partially calmed, and they put out in a small boat. They got the excited young man and the unconscious child just as Finnegan was about to give up in despair. Both were taken ashore, and were restored after a little vigorous work by an ambulance physician. Finnegan got a change of clothes after a little bit, and resumed his work on the boat.

He locked the gate so he could not be disturbed, explaining to a reporter: "Them folks would spoil my day's work. They make too much fuss when a fellow saves a kid. Why, that's nothin'. That's my fifth for the season!"

This was no misstatement, as inquiry proved beyond question that Finnegan has saved this number of lives. In fact, so safe do the children fee' when he is about that they are accustomed to reply when cautioned not to go so far out, "Ah, gwan; Finnegan'll pull us out if we get de cramps!"

Swimming Instructor Drowned.

Davis Dalton, a swimming instructor, who was stopping at the Washington Hotel, Far Rockaway, was drowned near Hog Island yesterday. He was in the water giving an exhibition of swimming when he suddenly disappeared. He did not immediately rise, and it was supposed he was showing how long he could remain under water. After some time boats were put out and the body was recovered. The Coroner's physician found that Dalton had suffered a stroke of apoplexy. Dalton was fifty-five years of age, and was married.

CASTORIA.
Bears the Signature of
This Kind You Have Always Bought
Chas. H. Fletcher.

Apt to be cool spells even in August; at any rate, the coolness of September is not so far away but that "the stranger within our gates" is interested in providing for them.

Fall suits and overcoats are now ready at our Prince St. store.

Everything for hot weather—at all three stores.

ROGERS, PEET & Co.

350 Broadway, cor. Leonard.
569 Broadway, cor. Prince.
Thirty-second and Broadway.

MARONITES HONOR PASTOR

Twenty-fifth Anniversary of Mgr. Korkemas's Consecration.

CARDINAL RAMPOLLA'S CABLE

Sends the Pope's Apostolic Benediction—Archbishop Corrigan Writes a Long Letter of Congratulation.

The front of the Maronite Church, at 83 Washington Street, in the Syrian colony, was gayly decorated yesterday with festoons of evergreens and roses. The Young Men's Maronite Association of New York was celebrating the twenty-fifth anniversary of the consecration to the priesthood of their pastor, Mgr. Peter Korkemas, who organized the church of this branch of the Roman Catholic Church in this city.

The sect of the Maronites was formed in Northern Syria in the first century, and its votaries attribute its foundation to a hermit by the name of St. Maron or Maroun. They gradually attained great political power in the Lebanon, were joined by Christian refugees, and after the overthrow of the Byzantine power in Syria the Maronites held a considerable part of the country and repelled many attacks of the Saracens. But the Moslem power increased, and the Maronites were finally restricted to part of the Lebanon range, where they were ruled by chiefs of their own. The number of Maronites in Syria at present is estimated at about 150,000. In 1445 the Maronites formed a union with the Roman Catholic Church under certain conditions, one of which was that they should perform their liturgy in the Arabic tongue.

The anniversary was celebrated yesterday by high mass, conducted by Father Korkemas himself, and assisted by his nephew, Father Gabriel Korkemas. Both priests wore full beards, for it is considered improper for a priest in Syria to shave his face, and even the regular Roman Catholic clergy and monks in Syria have been allowed to wear their beards out of consideration to the customs of the country. An innovation in the church in New York is providing seats for the congregation, for in Oriental churches and mosques the congregations remain standing throughout, an occasional chair being only provided for some very prominent worshipper. Aside from the chanting the visitor might have imagined himself in a regular Roman Catholic Church.

It was, as indicated, the chanting of the priests that made all the difference and carried away the visitor to the Eastern coast of the Mediterranean, where the same language has been spoken and the same tunes, with very little changes, sung and chanted by worshippers and by the public in the streets. The chanting of the priests in the Maronite Church closely resembles that in the Syriac churches, and is believed to have been the same used at the ancient services of Baal and of other Syrian and Assyrian deities. To those who have lived in Syria the chants are impressive. A small organ was used, mostly to take the place of the choir accompanist whose duty it is to intone a long and continued nasal drawl in a low key.

The French Vice Consul was in attendance as the representative of the French Government, which for centuries has protected and now also does protect the Roman Catholics in Syria, while the adherents of the Greek Orthodox Church in that country are protected by Russia. For this reason the French flag, with the American and Turkish flags, were hung together over the door.

After the reading of the first Gospel Father Mythan, assistant secretary of Archbishop Corrigan, stepped forward and read the following cablegram from Cardinal Rampolla in Rome:

"The Holy Father sends the Apostolic benediction to Peter Korkemas on the twenty-fifth anniversary of his consecration to the priesthood."

Then he read a letter from Archbishop Corrigan, which is as follows:

New York, Aug. 2, 1899.

Rev. Gabriel Korkemas:

Rev. Dear Sir: I have learned with great satisfaction that on next Sunday your very Reverend Uncle Peter will celebrate the twenty-fifth anniversary of his ordination to the holy priesthood, and I hasten to offer at once my earnest congratulations on so happy and auspicious an event.

To be able to offer the holy sacrifice even once is an honor sufficient to crown with joy an entire lifetime. To be permitted to stand at God's altar day by day and bring down blessings untold on the living and the dead is a privilege which the saints have described after St. John Chrysostom in most glowing terms as far surpassing any earthly dignity. When a quarter of a century has been rounded out in the sacred ministry, certainly there is room for most fervent gratitude and heartfelt thanksgiving.

In the case of the venerable jubilarian who celebrates the silver wedding of his priesthood, there are special motives for deep and earnest joy. He comes of a race that has always stood firm in the faith from the days of St. Maron, and from the very age when the Saviour Himself trod the sward of the Holy Land and with mortal eyes gazed on the cedars of Lebanon, your native soil. Here, thousands of miles away from that sacred spot, the same holy faith is taught, and the venerable jubilarian, like the Good Shepherd that cares for His sheep, has followed his fellow-religionists that in the busy marts of the New World he may still break to them the bread of life and feed their souls with the strengthening Word of God. This he has already done for years in our city, even as previously he had labored long and faithfully for souls in the Holy City itself, the city of the Great King, Jerusalem.

With great joy, then, I bid him continue his good work, regretting only and very sincerely that the duty of dedicating a new church in a distant part of the diocese necessarily prevents me from sharing in this grand jubilee.

But this sorrow is tempered by the thought that a much higher consolation is diffused over your rejoicing by the apostolic benediction of our Holy Father, which I hereby transmit, and which you will kindly make known to your revered uncle.

May the Maronite Catholics of this city under his guidance, and with the blessing of Pope Leo XIII., remain more and more united and loyal in the profession of their faith.

In fraternal charity and the bond of peace, I remain, Rev. dear Gabriel, very faithfully yours,

MICHAEL AUGUSTIN,
Archbishop of New York.

A telegram of regret was also received from Menji Bey, the Turkish Consul General in this city.

Among the visitors were the Rev. Father Astfan Korkemas of Philadelphia, N. A. Mokrizel, editor of the Syrian paper El Hoda of Philadelphia; George Jabour, editor of El Alam of New York, and the Rev. James H. McGean.

After the services the priests and visitors became the guests of the Maronite Young Men's Association at the Stevens House, where dinner was served and speeches were made by Joseph Abu Lama, President of the association; Dominic J. Fauer, Joseph Malham, and other members of the association.

The Rev. Father Korkemas, who is about fifty years old, was born in the Lebanon and was consecrated to the priesthood in 1874. He was then sent by the Maronite Bishop, Boulus Masaad, to the Maronite mission in Jerusalem, where he remained twelve years. He then returned to the Lebanon and was sent on to New York to look after the spiritual welfare of the Maronite immigrants in the United States. He started in a humble manner with a small room as a chapel, and a year later had to engage a larger place, as his congregation was growing. He moved again, and now the church occupies the entire second floor of the building at 83 Washington Street. He visited the Lebanon two years ago.

Extraordinary Values To-day! | *Extraordinary Values To-day!* | *Extraordinary Values To-day!* | *Extraordinary Values To-day!*

O'Neill's.

Blankets! Bed Spreads!

Buy Them Now, While the Prices Are Low!

In a month or so, when the cool weather sets in, there will be an advance in prices and then you'll wish you had made your purchases in August, when you had the opportunity. Read! These are the greatest Blanket and Bed Spread Bargains you ever saw. Don't miss this chance.

California Blankets.

Ten-Quarter Size,
2.75, 3.25, 3.98 to 5.50 Pr.

Eleven-Quarter Size,
2.98, 3.75, 4.50 to 7.98 Pr.

Twelve-Quarter Size,
3.98, 4.98, 5.50 to 9.98 Pr.

Crib Blankets,
All Sizes,
50c. to 4.98 Pr.

Eastern Wool Blankets.

Ten-Quarter Size,
50c., 79c., 98c., 1.50 Pr.

Eleven-Quarter Size,
98c., 1.15, 1.65 to 3.75 Pr.

Twelve-Quarter Size,
3.75, 3.98 to 4.98 Pr.

Bed Spreads.

A big stock of them, all full size and all choice patterns.
59c., 79c., 89c. to 1.35 Each.

A special lot of Marseilles Spreads, worth $2.00,
1.25 Each.

More Money Saving Chances in

Portieres, Curtains, Tapestry and Velour Squares, Shades and Mattings!

Such values as these will crowd the big Upholstery Department from end to end.

Portieres!

We want to close out the balance of our last season's stock, comprising over one thousand pairs, and to move them quickly have divided them into

4 Big Lots at these Prices

250 pairs cross stripe Portieres, fringed top and bottom, formerly $3.98,
NOW 2.29 Pair.

250 pairs Oriental Tapestry Portieres, very choice quality, formerly $6.98,
NOW 3.25 Pair.

250 pairs Armure Tapestry Portieres, formerly $8.98,
NOW 4.98.

250 pairs Silk Frou-Frou Portieres, formerly $12.98,
NOW 6.98.

Tapestry and Velour Squares.

One thousand 24-inch Squares, worth 75c.,
25c. Each.

Five hundred 50-inch Squares, worth $1.00 to $1.50,
50c. Each.

Lace Curtains!

Never before have we sold them so cheap. If you're looking for a bargain just think of the best one you ever saw and come here for a better one.

500 Pairs of Versailles Curtains,
slightly drawn on edge; worth from $10.00 to $13.00,
3.48, 4.48 and 4.75

Nottingham and Scotch Lace Curtains
at Half Regular Prices.

Bed Sets.

250 Nottingham Lace Bed Sets, with two shams, for single beds; worth $1.00 and $2.00.
49c. Set.

Shades.
at half the usual prices.

2,500 Holland Shades, plain and fringed, with good spring rollers, all sizes,
10c., 15c., 19c. and 25c. Each.

Balance of our Stock of Mattings Must Go This Week.

Prices lower than ever before. Don't miss this opportunity.
Forty-Yard Rolls, formerly $6.98 to $8.98, now
$4.98, $5.98 and $6.98 Each.

Orders by Mail Will Receive Prompt Attention.

A Furniture Sale Without a Parallel!

We want to close out a large lot of Furniture we have on hand—good furniture every piece, but some of it has been here too long and must go, for we need the space for the new fall designs which will begin to come in shortly. In addition to these lines we have, in the face of a general advance in prices by manufacturers, made a general reduction throughout the balance of the stock, creating

The Greatest Furniture Bargains Ever Announced in New York.

ODD DRESSERS	7.00 to 100.00
CHIFFONIERS	4.50 to 75.00
BOOK CASES	4.50 to 100.00
SIDEBOARDS	9.98 to 250.00
EXTENSION TABLES	3.98 to 100.00
CHINA CLOSETS	10.00 to 120.00
DINING CHAIRS	98c to 30.00
ODD PARLOR SUITS	15.00 to 200.00
DAVENPORT SOFAS	20.00 to 75.00
ODD RECEPTION CHAIRS	3.45 to 50.00
PARLOR TABLES	1.50 to 50.00
LADIES' DRESSING TABLES	9.00 to 35.00
COUCHES	6.98 to 60.00
REED ROCKERS	2.98 to 10.00
FANCY ROCKERS	2.69 to 18.00
MORRIS CHAIRS	4.98 to 40.00
TABOURETTES	1.48 to 10.00

The Big Clothing Sale Still Continues!

And will continue until every garment now on our counters is disposed of. New York never saw such an extraordinary offering.

Forty Per Cent. Off Our Regular Price Tickets.

Not a suit in the whole store is reserved. Every one must go in order to make room for the new Fall stock to come in shortly. Now's your time if you're looking for a clothing bargain.

Closing Out the Balance of Our Stock of Ladies', Misses' and Children's
STRAW HATS
at Half Regular Prices!

All cash purchases delivered free to any railroad station within 100 miles of New York City (except Bicycles and Sewing Machines.)

H. O'NEILL & CO., 6TH AVE., 20TH TO 21ST STREET.

DR. MEYER TO AMERICANS.

Preacher in Fifth Avenue Church Advises More Puritanism.

Dr. Frederic B. Meyer, who is at the present time pastor of Christ's Congregational Church, London, and who arrived in New York on the Campania on Saturday, preached two sermons in the Fifth Avenue Presbyterian Church yesterday. A large congregation greeted the minister at both services. He greatly impressed the afternoon congregation. His delivery is remarkably plain and simple.

"I have the profoundest respect for your great Nation," said Dr. Meyer, in his afternoon sermon. "It seems to me, however, that you must again get back to the invigorating Puritan life of the mountains to be the good Christians that you were. You must get up to Beth-El again."

PREACHERS SHARPLY ATTACKED

Gospel Tent Critic Asks Wherein They Differ from Ingersoll.

At the regular service held yesterday afternoon in the Gospel Truth Tent, Broadway and Fifty-sixth Street, the Rev. J. C. Horgan, an independent preacher, as he called himself, after a brief discussion on political, social, and industrial issues, charged that the preachers of to-day have no standard except that of party or prejudice. He then entered into a comparison between the preachers and the late Robert G. Ingersoll, and spoke as follows:

"Much has been said concerning the life and death of Robert G. Ingersoll, and not a few of the preachers have presumed to criticise his teachings, and speculate as to his future, but I think it is conceded by friend and foe that in personal virtues or private character he was equal to the average Bishop, preacher, or doctor of divinity. Now, am I correct in this? (The audience signified its approval.)

"Now, on the other hand, was not Ingersoll a leader in the Republican Party, and are not most of the Protestant preachers in this section of the country Republicans? If, therefore, they are no better than Mr. Ingersoll was in private virtues, and do not surpass him in public righteousness, wherein do they differ from him, and wherein are they better than he was? Do you say they differ from him in belief? May I ask what avails that, while professing, they do only the same as he did? It may be said their influence is different, but how can that be when he was equal to them in private virtues, and they do not surpass him in public morals? Preachers profess something better, but do only the same, therefore if Republicans go to heaven Ingersoll stood as good a chance as does a Republican preacher, Bishop, or doctor of divinity.

"If Ingersoll denied Christ in profession, they deny Him in practice. If Ingersoll made sinners they make hypocrites. I do not wish to be understood as defending Ingersoll, for I believe in Christ, righteousness, and a future life, but notwithstanding all his sins and mistakes I fail to see wherein the Republican preacher, who criticises him differs from him. Therefore, it is time that some one began to preach to the preachers.

"We contend that the thing to do is to preach the Gospel, which is to preach the truth, the whole truth, and nothing but the truth. But if the hired men of the pulpit are preaching the Gospel, how does it happen that the longer they preach the worse this country is getting? Since 1861, the divorces, murders, and the consumption of liquor by the gallon have increased three times faster than our population."

POLICEMAN STOPS RUNAWAY.

Dragged 100 Feet and His Injuries May Cripple Him.

Policeman De Lose Evans of the West Thirtieth Street Police Station distinguished himself last night by stopping a runaway horse in Twenty-fourth Street, near Seventh Avenue. The policeman will not be able to do patrol duty again for some days, if, indeed, he ever is qualified for the service. His left kneecap is believed to be fractured, and Dr. Solly of the New York Hospital says Evans may be crippled.

The horse in question was attached to a cab, and both horse and cab belong to H. C. Ross, the proprietor of the Fifth Avenue cab service. The animal started to run in front of 379 Sixth Avenue. Turning into Twenty-fourth Street the horse flew toward Seventh Avenue, and when about 200 feet east of that thoroughfare Policeman Evans saw it. He ran out and with a great jump managed to catch the animal by the bridle. Holding the bridle with one hand he hung to the animal's mane with the other. The horse stopped after dragging Evans about 100 feet. Just as the horse stopped Evans fell to the street exhausted.

Citizens carried the policeman to the sidewalk. Others held the horse until the driver, John O'Toole of 237 West Twentieth Stret, arrived. Policeman Evans was then placed in the cab and driven to the New York Hospital. His injuries were cared for, and a brother policeman, acting under instructions from Sergt. Daly, escorted Evans to his home. He is now on sick leave.

SIX FITS IN A FERRY HOUSE.

Peter Loudia Caused Panic at St. George—Delay in Ambulance.

Peter Loudia, thirty years of age, of 68 West Street, Manhattan, was seized with epileptic fits while in the Staten Island ferry house at St. George yesterday. The building was crowded at the time, and there was almost a panic. Fortunately, the big waiting room has several wide doors, and no one was injured in the rush.

A call was sent for an ambulance, but it was an hour and a half before one arrived. During that time the man had six fits. In these it took five men to hold him. He was taken to the S. R. Smith Infirmary, at New Brighton.

Entertainment at the Y. W. C. A.

There will be an entertainment, known as "A Monologue in Costume," this evening at the Young Women's Christian Association, 7 East Fifteenth Street. Admission will be free.

WOMAN HAD SOME RIGHTS, TOO.

Asserted Them to More Effect Than the Aggressive-Looking Man.

Sometimes it seems to be well for a man to insist on his rights and then again sometimes it seems best that he shouldn't.

An aggressive-looking man boarded a north-bound Second Avenue open car late the other night at Chambers Street. The seat to which he climbed was occupied by four people. It is intended for five. In the middle was a very stout woman, and there was an inch or two of space on each side of her. The aggressive-looking man paid his fare, and with a snort of defiance attempted to squeeze himself into one of these spaces.

"Git arf me," demanded the woman shrilly.

"I will not," retorted the man; "I give up me nickel fer a seat an' it's a seat I'll have."

"Did ye pay t' roide an a laidy's lap, ye blaggard?"

"Punch 'im, leydy, an' be done wid it," said a delighted voice from the rear.

This was the voice of a longshoreman in a blue check jumper and with a shirt spread wide open at the throat, displaying an eighteen-inch neck to good advantage. He was bubbling over with beer, heat, pugnacity, and fun, and was obviously charmed by the disturbance.

The woman reached up to her hat, extracted a pin some four inches long, gauged about half an inch from the point of it with her thumb and a finger, and drove it into the thigh of the man who knew his rights. He jumped up with a combined shriek, curse, and groan.

"Dat's right, leydy! Dat's right! Soak 'im, leydy. Ye punch dat leydy"—as the man who knew his rights made a threatening gesture with the hand not in use rubbing the wound—"an' I tink I kin see yer finish."

"I'll have me rights," growled the man who had been stuck to the conductor.

"Well, take 'em," responded that official briefly.

"Ye've no roights on me lap," added the woman impressively.

"Git back here 'an sot on me," challenged the longshoreman. "I'll punch ye if de leydy don't."

The car was near Franklin Street and the man who had asserted his rights swung off, trying to cover his retreat with the declaration that that was his stopping place, made with assumed cheerfulness.

"Ye're a liar!" shouted the longshoreman, rising. "Wull I git off?" he inquired anxiously as the other paused and turned.

But the man with the rights evidently concluded that he had asserted himself sufficiently for one occasion, and he disappeared rapidly.

Long Island Electric Road's Plans.

The Long Island Electric Railway Company is said to have purchased the Healy property along the south side of Mott Avenue at Rockaway. This purchase will give them the right to sign the permit for the road to run through Mott Avenue, and it is said will insure the signatures of sufficient property owners to overcome the opposition. The property owners of the street have been fighting the road.

AMUSEMENTS.

MANHATTAN BEACH TO-DAY.
4 & 7 P.M. SOUSA and his BAND
8 P.M. PAIN'S SPECTACLE & FIREWORKS.
9 P.M. DE ANGELIS OPERA CO. THE WEDDING DAY.
MATINEE SATURDAY AT 4.
NEXT WEEK WEBER & FIELDS' HURLY BURLY

THE B'way, 44 & 45 Sts. One Adm. to all
NEW YORK! The Great Golden Spectacle! 500 people! Inc. S. Bernard!
The Man in the Moon!
Roof-Covered Aerial Magnolia Grove & Fashion Show in Vast Vaudeville! 150 artists! MAGGIE CLINE! MME. HERRMANN! LOTTY!

ST. NICHOLAS GARDEN,
66TH ST. AND COLUMBUS AV.
CROWDED NIGHTLY. 40 MUSICIANS.
KALTENBORN'S Orchestral Concerts 25c. 50c.
Symphony Night, Tues., Tschaikowsky's Symphony Pathetique.

The COOL CASINO'S Wittiest Hit! The Rounders!
Packed Every Night! "ONLY SHOW IN TOWN!"
ROOF TO-NIGHT! Rice's Summer Nights!
2d Wk. of the Big Uproarious Burlesque, "THE MAID IN THE MOON!"

KOSTER & BIAL'S, 34TH ST. near B'way.
MUSIC HALL & ROOF GARDEN
Vaudeville—Specialties—Novelties.

KEITH'S Continuous Performance. ROSSOW MIDGETS. HENRI FRENCH. TIM MURPHY. Next week: CHING LING FOO.
BIOGRAPH.

VICTORIA ROOF GARDEN. Greatest Place and Greatest Show in N. Y. In case of rain, perf. in Music Hall
LION PALACE ROOF GARDEN, 110th St. and W. Boulevard. HIGH CLASS CONCERTS, SQUADRON A BAND

MUSIC FOR THE PUBLIC.

There will be music at Washington Square Park, by the Eighth Regiment Band, tonight at 8 o'clock. The following is the programme:

"Star-Spangled Banner."
March, "Vindicator" ..... Seltzer
Overture, "Ingomar" ..... Retford
Scenes Popular, "Metropolitan Echoes" ..... Boettger
Pas de deux, "Uncle Sam and John Bull" ..... Morrell
Extracts from the Japanese Play "Geisha" ..... Sidney Jones
Cornet Solo, "Vive Fantastique" ..... Seltzer, Mr. P. Seltzer.
Patrol, "The Senegambian" ..... G. Rosey
Romance, "The Lost Musician" ..... Herman
Selection, "Serenade" ..... Herbert
Finale, "Popular" ..... Stern

At Corlears Hook Park, Halle's Military Band will give this programme:

March, "Old Glory" ..... Halle
Overture, "William Tell" ..... Rossini
Waltz, "Sweet Repose" ..... Witt
Paraphrase, "In the Deep Cellar" ..... Lovenberg
Episodes in a Policeman's Life ..... Reeves
Gems of J. L. Molloy ..... Halle
Patrol, "The Mandarin's Frolic" ..... Cox
Solo for cornet, "Baby's Prayer" ..... Halle, R. L. Halle.
A Medley of Popular Songs ..... Boettger
Galop de Concert, "Claire" ..... Beyer
"The Star-Spangled Banner."

The New York Times.

WEEKLY FINANCIAL REVIEW AND QUOTATION SUPPLEMENT.

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STOCK EXCHANGE SUMMARY.

	Shares.
Stocks week ended Aug. 5...	2,664,358
Same week last year.....	1,764,780
Stocks to date this year.....	110,585,531
Corresponding date last year.	58,964,662

Bonds for the week.....	$10,806,400
Same week last year.....	$25,245,500
Bonds to date this year.....	$610,001,580
Corresponding date last year.	$496,277,580

Money rate range for week: Collateral loans on call, 3@4; at three months, 4; at six months, 4½ per cent. Commercial paper, sixty to ninety days, 4@4¼ per cent.

OUR LONDON CABLE.

NO MONEY FOR SPECULATION

Bank of England Still Master of the Financial Situation — A Short Wheat Crop in France May Lead to a Monetary Crisis in Paris—The Indian Gold Standard Decree.

Cable Correspondence.
Copyright, 1899, THE NEW YORK TIMES.

LONDON, Aug. 6. — The position last week did not materially differ from that of the previous week. We now wait the course of events, take our holidays, and leave speculation pretty well alone. The supreme question is still dear money—is it coming or not? The Bank of England people say "Yes, it must come," and they do their best to keep the market from slipping away. The market thought the worst was over a week ago, and was deeply chagrined last week to find the Bank still the master. On Monday discount was 3¼ to 3⅜ per cent., and on Wednesday the supply of credit was so short that the market had to go to the Bank and discount October bills at 3½ per cent., besides raise a little money on short loan at 4½ per cent. This was rather a staggerer, and accordingly bill brokers made haste to work at 3½ to 3⅝ per cent., the rates they had been before quoting and cutting. Short loans in the open market, however, were still procurable ordinarily at 2¾ to 3 per cent. While it is possible somebody will usually take bills below the published rates, at the Bank of England the opinion now is that its rate may go to 4 per cent. next week, but much depends on foreign Exchanges, especially on that with New York. Should your brokers claim gold from London this Autumn the consequences might easily be a nasty crisis, partly here and especially on the Continent.

I have often told you that Paris is in a bad way, reflecting in this respect the moral and social disintegration of France. If the French wheat crop is at all short this year, necessitating increased importation, the monetary difficulties in Paris are almost sure to reach an acute stage. As it is, speculation on the Bourse is paralyzed, and the official brokers are openly accused of manoeuvring to depress rentes against the Government. The accusation has not been proved, but the fact that it has been made reveals the atmosphere of suspicion in which the French people exist. And the Bourse and the people are smothered in financial commitments from which there can be no immediate deliverance. The deadlock continues to prevail both in France and Germany, and in a minor degree here, so that time and gold can alone permit us all to escape without intolerable sacrifices.

Our stock market is quite paralyzed in many departments. The efforts daily made to engage us in new speculation in your railroad stocks are so far an utter failure. I last week again made it my business to inquire around the city among investment brokers whether the clients had begun to buy. "Certainly not," was the invariable answer, and some added: "Ours are still selling, and we have orders on our books now to sell Pennsylvanias, Norfolks, Northern Pacifics, and Baltimores." A fringe of gamblers is no doubt punting in and out, but solid markets are never thus established. The truth is that until the fears about money are ended, still more until the excessive commitments to speculation in industrial and mining securities are worked off, means to take the American market in hand will not be available.

Add the industrial activity, which every week demands more currency, to the danger of Autumn demands upon our gold from many quarters, and it is not difficult to understand the lethargy that has fallen upon us. Last week the Bank of England received £844,000 in gold from abroad, and £806,000 of it has gone into circulation. Usually large sums do go into circulation at this time of the year, but they come back again soon. This year so far nothing has come back, and people say that it is because some joint stock banks begin to hoard gold on their own account, instead of leaning wholly on the Bank of England stock. There is not much truth behind this assertion, for it is trade which requires the cash. However, I look for a stiff, uncertain, and choppy money market all the rest of the year. For the current month the changes may not be greater than I have indicated, but conditions are so uncertain that a small accident might upset all our calculations.

And we are by no means clear of the danger of a South African war, which would temporarily shut off the Rand gold supply. On the other hand, the new decree ordering a gold standard for India seems a kind of owlish joke, since India is unable to collect gold save by borrowing.

A. J. W.

The Money Market.

Money rates last week were firmer than heretofore, and the tendency was upward, although there were no sensational fluctuations. The loan markets evidenced an increasing demand for funds from all quarters, and a disposition on the part of the banks and financial institutions to anticipate a period of brisk business.

In the call department rates averaged 4 per cent. Three per cent. was the lowest figure and 5 the highest, although transactions at these extremes were limited and of no significance. There was an increased demand for accommodation of this class because of the greater activity in the stock market. Time rates moved up, and 4½ per cent. for dates from ninety days to six months became the ruling figure. Where the collateral contained more than the ordinary proportion of industrial stocks the banks asked 5 per cent. A number of out-of-town institutions came into the market as lenders, and put out their New York balances in time contracts. In some banking quarters there was a disposition to employ funds in the call market rather than in time loans, there being an evident expectation of higher rates for the latter in the near future. This was by no means general, however, and many leading bankers were eager to get their surplus cash out on time at prevailing rates.

Commercial paper was naturally in smaller demand than heretofore, the higher rates for call and time accommodation attracting lenders to those departments.

Rates ruled firmer and once more the bulk of the paper sold went to out-of-town institutions, much of it going to Chicago banks. The supply of merchants' bills is by no means large, but at the moment it seems heavy enough for the demand. Purchasers of even the choicest names are disposed to dictate their own terms, and unwilling to invest except at figures favorable to themselves.

Wall Street is undisguisedly worried over the money market, although in conservative circles there seems to be very little if any apprehension over the matter. Authorities insist that the expected demand for funds from the West for crop moving purposes will fail to materialize because of the strong positions of Western banks. The prevailing firm rates are due to increased activity in business circles, and in this fact the thinking portion of Wall Street sees nothing but what offsets the influence of the slightly higher rates of which Stock Exchange traders are so much afraid.

Chesapeake's Dividend.

Opposition to the proposed 1 per cent. dividend on Chesapeake and Ohio is credited to Vanderbilt interests who are said to be insisting on the company strengthening its financial position before making any distribution to stockholders. It seems unlikely that a matter of importance in Chesapeake and Ohio affairs like this should have been decided upon, as it is understood to have been really decided upon, without Vanderbilt consent. The plan was to declare the dividend early in August, and certain inside interests were so sure that the dividend would be declared that they bought heavily of the stock. That they would have been thus sure without knowing that Vanderbilt interests were agreeable to the dividend plan is improbable. Moreover, it is highly improbable that any discussion of the matter at all took place without the presence of Vanderbilt representatives.

Liquidation of Gas Shares.

Evidences of renewed liquidation of the local gas stocks were to be seen during the buoyancy of last week. People who watched Consolidated Gas and the curb shares were of the opinion that, having run in the short interest, the more important insiders were again slowly letting go their stock. It is now admitted, even in bullish quarters, that the end of the gas war seems a long way off, and that there is no likelihood of any change in the situation for another three months at least. Meanwhile Consolidated's dividend period is approaching, and with it apprehensions of another cut in the rate.

Bond Sales in July.

According to the figures which have passed under the review of the United States Investor, bond sales during the month of July amounted to $18,016,871.47, not including temporary loans. Of the above amount $15,697,618 were issued by various cities and towns, $1,617,280 by counties, and $701,973.47 by States and Territories. This amount shows a decrease of $8,704,161.41 over the $26,721,032.88 reported for the month of June, and an increase of $7,420,952.47 over the $10,596,319 reported for the month of July, 1898.

Among the larger issues there was one of $10,025,000 by New York, one of $1,000,000 by Cincinnati, one of $500,000 by Essex County, N. J.; one of $400,000 by Kansas City, and one of $300,000 by Harrison, N. J.

Outside Securities.

Compared with the five or six preceding weeks the curb market during the week just ended was very active, and the increase of business brought with it very much better prices in a number of issues. With few exceptions the large net gains made during the past week were in the industrial stocks, several of these issues advancing as much as five points. On the first three days of the week the market was very active, and though the volume of business decreased very much after Wednesday the impetus given to prices was well maintained and further gains were recorded. The buying of stocks was generally such as is called good, and advances were in most cases made on news of the excellent business being done by the several companies the stocks of which were most prominent in the past week's trading.

In some issues the transactions were numerous, and the amount of stock that changed hands large, but in several issues that were traded to the extent of only a few hundred shares large net gains were made. This again furnished evidence of the fact that at present prices very little stock is in the market. This is true of nearly all the industrial stocks. In other issues with a larger element of speculation in them there is more inclination to sell the stocks whenever prices show any marked improvement, but in general anything like persistent buying even on a small scale drives prices up very sharply. For example, Havana Commercial preferred advanced 3 points from 66½ to 69½ on the purchase of less than 500 shares. Improvement in prices is generally expected, and the market responds readily to any sign of an upward movement.

Observers of the market continue to

Continued on Page 7.

Stock Transactions New York Stock Exchange Week Ended Aug. 5, 1899.

Range for Year 1899. Highest.	Range for Year 1899. Lowest.	Closing Sat. Aug. 5. Bid.	Closing Sat. Aug. 5. Ask'd	Net Ch'ge Past Week.	STOCKS. Sales Week Ended Aug. 5, 2,664,358.	Amount Capital Sto'k Outstanding.	Last Dividend. Date.	Last Dividend. Per Cent.	Week Ended Aug. 5. First.	High.	Low.	Last.	Closing a Year Ago.	Sales W'k End Aug. 5, 1899.
118¾ February 28.	108¾ January 16.	113	115	...	**Adams Express**	$12,000,000	June 1, '99.	2	113	113	113	113	104	115
21⅞ May 25.	15 June 15.	18¼	19	+ 1½	American Car & Foundry Company	29,000,000	.....	..	16½	18⅝	16½	18	...	14,185
68¼ August. 1.	56⅞ June 16.	67	68¼	+ 4	American Car & Foundry Company pf.	29,000,000	July 1, '99.	1¾	64¼	68¼	64¼	68	...	10,693
59 April 20.	35 July 6.	40¾	41	+ 2	American Smelting & Refining Company	27,000,000	.....	..	38¾	42	38¾	41	...	17,279
94½ April 20.	80 May 31.	87	87¼	+ 1	American Smelting & Refining Company pf.	27,000,000	.....	..	86	88	85	87	...	5,400
41¼ May 3.	24 May 24.	34	34½	+ 2	American Steel Hoop Company	19,000,000	.....	..	32½	35½	32½	34¼	...	14,810
83½ May 4.	70 May 13.	76½	79¾	+ 1⅞	American Steel Hoop Company preferred	14,000,000	July 29, '99.	1¾	77¾	79⅝	77¾	79⅝	...	5,826
43⅝ August 2.	33¾ March 6.	42	42½	...	American Cotton Oil	20,237,100	Dec. 1, '98.	3	42	43⅝	41¼	42¼	27¾	17,300
96 May 9.	88¼ January 5.	93	94	...	American Cotton Oil preferred	10,198,600	June 1, '99.	3	93⅞	93⅞	93⅞	93⅞	82⅝	120
13½ July 22.	8¾ June 20.	10½	12	+ 1	American Linseed Company	13,000,000	.....	..	12⅝	12⅝	12	12	...	525
54¾ July 22.	44¼ June 20.	51	51½	− 1½	American Linseed Company preferred	13,000,000	June 15, '99.	1¾	52⅜	53½	51¼	51¼	...	2,465
145 January 9.	133 June 19.	138	142	+ 2½	American Express Company	18,000,000	July 1, '99.	3	140	141	140	141	134	340
37½ January 24.	15 July 27.	17	17½	+ ⅝	American Malting Company	14,500,000	.....	..	17¾	18	17¾	17⅞	27½	520
87¼ January 26.	61 July 26.	67	68	− ½	American Malting Company preferred	14,400,000	July 15, '99.	1¾	68½	70	67½	67½	80	1,570
15½ March 13.	5¾ July 20.	5¾	6½	...	American Spirits Manufacturing Company	27,864,300	.....	..	6½	6½	6½	6½	14⅜	100
150 July 27.	*130 February 3.	140	150	− 5	American Coal Company	1,500,000	Mch. 1, '99.	5	145	145	145	145	...	200
72 May 4.	45 February 8.	57⅞	57⅞	− ⅜	American Steel & Wire	47,100,000	.....	..	58¾	60¼	57¾	57⅞	39	66,435
106¾ March 13.	92½ February 8.	97¾	98	+ ⅜	American Steel & Wire preferred	38,150,000	July 15, '99.	1¾	97	98	97	97¾	89	5,168
182 March 20.	123¾ February 4.	160¼	160½	+ ½	American Sugar Refining Company	36,968,000	July 3, '99.	3	159⅞	164¼	159½	160⅝	139½	189,575
123 March 20.	110 January 16.	118½	119½	+ ¾	American Sugar Refining Company pf.	36,968,000	July 3, '99.	1¾	118¾	119	118¾	119	114½	935
105 April 18.	99½ March 2.	...	104	...	American Telegraph & Cable Company	14,000,000	June 1, '99.	1¾	103¼	103¼	103¼	103¼	95	139
52⅜ April 4.	33 May 24.	42	42¼	+ 2⅜	American Tin Plate Company	28,000,000	.....	..	40	44	40	42	...	18,410
99½ February 8.	81 June 1.	87½	88	+ 2½	American Tin Plate Company preferred	18,000,000	July 29, '99.	1¾	85½	88	85½	87½	...	2,685
229½ April 5.	88½ June 21.	115	115¼	+10¼	American Tobacco Company	54,500,000	Aug. 1, '99.	1½	104¾	117	104¾	115¼	127¾	322,353
150 March 6.	132 January 4.	140	145½	...	American Tobacco Company preferred	14,000,000	Aug. 1, '99.	2	145⅝	145⅝	145	145	130½	60
24⅞ February 23.	17 May 9.	20½	20¾	+ ¼	Atchison, Topeka & Santa Fe	102,000,000	.....	..	20⅝	21⅝	20½	20¾	13⅞	16,825
67 February 23.	50⅝ January 7.	62¼	62⅜	− ⅜	Atchison, Topeka & Santa Fe preferred	114,199,500	July 20, '99.	1¼	62¼	64½	62¼	62¼	35¼	147,166
70 April 26.	42½ March 22.	55½	56⅜	− ⅝	Anaconda Copper Mining Company	30,000,000	May 3, '99.	$1.25	55¾	57	55	55½	...	15,790
61½ April 12.	43⅞ June 22.	48	48¾	− ⅝	**Baltimore & Ohio**	35,000,000	.....	..	49	49⅞	48¼	48¼	...	2,732
79½ January 27.	67½ June 21.	72½	73	+ ¼	Baltimore & Ohio preferred	35,000,000	.....	..	72¾	73½	72¾	73	...	5,967
9½ April 12.	7⅜ June 23.	8	9	...	Baltimore & Ohio Southwestern pf., t. r.	19,767,300	.....	..	8¾	8¾	8¾	8¾	...	1,000
137 April 15.	77¾ January 3.	114½	114⅝	− 1½	Brooklyn Rapid Transit	43,000,000	.....	..	116½	118	114¼	114⅝	60¼	158,100
160 March 17.	135 June 5.	137	142	...	Brooklyn Union Gas	15,000,000	June 1, '99.	3	138	141	138	141	127	30
17¼ January 31.	9½ May 9.	16¼	16⅞	+ 1¼	Brunswick Dock & City Improvement	5,000,000	.....	..	15½	16¾	15½	16½	12⅜	5,265
78 January 14.	60 May 9.	74¼	...	...	Buffalo, Rochester & Pittsburg preferred	6,000,000	Feb. 15, '99.	1	75	75	75	75	66¾	100
70 January 23.	50½ June 2.	53½	53¾	+ ½	**Canada Southern**	15,000,000	Aug. 1, '99.	1	54¼	54½	54¼	54¼	54½	500

Stock Transactions New York Stock Exchange Week Ended Aug. 5, 1899.—Continued.

Range for Year 1899. Highest.	Range for Year 1899. Lowest.	Closing Sat. Aug. 5. Bid.	Closing Sat. Aug. 5. Ask'd	Net Ch'ge Past Week.	STOCKS.	Amount Capital Sto'k Outstanding.	Last Dividend. Date.	Last Dividend. Per Cent.	Week Ended Aug. 5. First.	High.	Low.	Last.	Closing a Year Ago.	Sales W'k End Aug. 5, 1899.
99¾ May 31.	84⅝ March 15.	97½	98⅝	+ ¼	Canadian Pacific	65,000,000	Apl. 1, '99.	2	98	98	97¼	97¼	94	325
55 August 1.	45¾ May 9.	53½	53⅞	+ 1½	Central Pacific, assessment paid	60,583,400	Jan. 2, '99.	½	52⅝	55	52⅜	54⅛	...	12,900
31¼ February 2.	23⅜ May 31.	27¾	28	— ⅜	Chesapeake & Ohio	15,000,000	.....	..	27½	28⅝	27¼	27⅝	23⅜	18,685
68⅜ April 29.	56⅝ July 12.	...	57½	— 1½	Chicago Consolidated Traction	15,000,000	.....	..	58⅛	58⅞	57⅛	57⅜	...	1,100
140¾ February 18.	124½ January 7.	135¾	135⅞	— 2	Chicago, Burlington & Quincy	86,779,300	June 15, '99.	1½	133¾	135⅛	135¾	135⅞	112⅞	50,748
79½ May 1.	50¾ January 4.	75	77	+ ½	Chicago & Eastern Illinois	6,197,800	July 1, '99.	2	76	76¾	76	76½	58	1,435
126 August 2.	112¾ January 3.	125	127½	+ 2¾	Chicago & Eastern Illinois preferred	5,830,700	July 1, '99.	1½	125½	126	125¼	126	107¾	200
20⅝ January 23.	13 June 1.	14⅜	14½	..	Chicago Great Western	21,238,000	.....	..	14½	15	14⅜	14½	15⅝	22,010
73¾ February 24.	50¾ January 6.	70¾	71½	+ 1⅝	Chicago Great Western preferred A	11,364,000	July 31, '99.	2	70	71⅞	69½	71⅝	41	3,080
37½ August 2.	28 June 22.	36	37	+ 4½	Chicago Great Western preferred B	1,489,100	.....	..	33	37½	32⅞	37⅜	29¾	9,261
96 August 4.	83⅝ January 3.	95	96	+ 5¼	Chicago Great Western debenture	13,470,800	July 15, '99.	2	91	96	91	93⅞	71	4,042
12¾ April 25.	7⅜ January 6.	8½	9	..	Chicago, Indianapolis & Louisville	10,500,000	.....	..	10⅝	10⅝	9	9	9¾	850
49¾ March 6.	31 January 4.	41	41½	— 2	Chicago, Indianapolis & Louisville pf	5,000,000	Mch. 20, '99.	1	41½	41½	41	41	30½	400
133½ August 1.	120¾ January 4.	130⅝	130⅞	— 2	Chicago, Milwaukee & St. Paul	46,924,200	Apl. 20, '99.	2½	132⅝	133½	130⅝	130⅝	108½	55,980
175¼ August 1.	166⅜ January 3.	173½	175	— ½	Chicago, Milwaukee & St. Paul preferred	35,595,400	Apl. 20, '99.	3½	175	175¼	174	174	153	705
164 March 29.	141¾ January 4.	160⅜	161½	— 2	Chicago & Northwestern	30,116,300	July 6, '99.	2½	162¼	162⅜	160	160½	134⅞	3,440
122½ January 27.	107½ May 13.	117¼	117½	— 2	Chicago, Rock Island & Pacific	50,000,000	Aug. 1, '99.	1¼	119⅜	120½	117⅜	117⅜	100⅞	59,369
114 August 5.	91 February 8.	113½	114	+ 5½	Chicago, St. Paul, Minneapolis & Omaha	21,403,200	Feb. 20, '99.	3½	108½	114	108½	114	84⅝	3,175
25¾ March 27.	7½ January 6.	14	15	— 1	Chicago Terminal Transfer	13,000,000	.....	..	14¾	14¾	14	14	7⅜	800
66¼ March 27.	35½ January 3.	45½	46	— 2	Chicago Terminal Transfer preferred	17,000,000	.....	..	47⅜	47⅞	46½	46½	27⅞	1,410
63¾ April 10.	42⅛ January 4.	57	57¼	— 1⅞	Cleveland, Cin., Chi. & St. Louis	28,000,000	Aug., '98.	1¼	58⅞	59¾	57⅛	57⅛	42⅜	12,275
102¾ January 26.	94 May 10.	97½	99½	— ½	Cleveland, Cin., Chi. & St. Louis preferred	10,000,000	July 20, '99.	1¼	100	100	99¼	99½	85	400
16⅜ January 25.	9 July 5.	9½	11	..	Cleveland, Lorain & Wheeling	3,000,000	.....	..	9¼	9¼	9¼	9¼	14⅜	10
5⅜ April 21.	1¼ January 17.	...	...	..	Colorado Coal & Iron Development	5,500,000	.....	..	2	3¾	2	3¼	...	2,500
55 April 21.	30½ February 8.	40	49½	+ 3½	Colorado Fuel & Iron	9,250,000	.....	..	46¾	50¾	46½	49¾	19½	44,866
115 May 11.	88 January 6.	...	110	..	Colorado Fuel & Iron preferred	2,000,000	Feb. 20, '97.	4	104½	108	104½	108	...	300
8⅞ January 6.	4½ July 12.	6	5½	+ ¼	Colorado & Southern	30,995,000	.....	..	5½	5⅞	5¼	5¼	...	2,804
58⅛ March 17.	41¾ June 16.	47	48	+ 2	Colorado & Southern first preferred	8,500,000	.....	..	44⅜	48¾	44⅜	47	...	5,481
25 March 22.	16 June 2.	17⅜	18	..	Colorado & Southern second preferred	8,500,000	.....	..	17	18¼	17	18	...	4,611
18 April 10.	6½ February 5.	15½	16	+ 1	Columbus & Hocking Coal & Iron	4,700,000	.....	..	15	16½	15	16	...	4,520
65¾ April 17.	36 June 21.	47	47½	+ 4	Continental Tobacco Company	48,845,000	.....	..	43½	48⅜	43½	47⅛	...	131,600
98¾ March 15.	78 June 29.	94½	94⅝	+ 7½	Continental Tobacco Company preferred	43,845,000	.....	..	87	95½	87	94	...	42,588
223¾ March 11.	163 June 6.	174¾	176½	— 4¼	Consolidated Gas	39,078,600	June 15, '99.	1½	180	182	175	175	199	7,580
50½ January 31.	46¾ May 31.	39½	42½	+ 1⅜	Consolidated Ice	6,500,000	May 17, '99.	1	42¼	42⅜	41½	42⅜	40	700
97 March 13.	87 July 5.	...	89	— 2½	Consolidated Ice preferred	3,500,000	July 15, '99.	1½	87½	87½	87½	87½	90	150
125¾ April 20.	106½ January 3.	122¼	123¼	— ½	**Delaware & Hudson**	35,000,000	June 15, '99.	1¼	123	125	122½	122½	107	13,835
181 August 2.	157 January 7.	177	178	+ 5	Delaware, Lackawanna & Western	26,200,000	July 20, '99.	1¾	173	181	173	178	151⅜	16,467
25¾ April 27.	18½ January 7.	21¼	21½	— 1½	Denver & Rio Grande	38,000,000	.....	..	22	22	21	21	...	1,700
80 April 27.	68½ January 11.	75¼	75¾	— ½	Denver & Rio Grande preferred	23,650,000	July 17, '99.	2	76¼	76¾	75½	75½	50¾	3,232
23¾ January 3.	13¼ June 1.	19½	20½	— ¼	Des Moines & Fort Dodge	4,283,100	.....	..	20¾	20¾	20½	20½	17⅜	250
14 April 22.	7¾ January 4.	...	...	+ ¼	Duluth, South Shore & Atlantic preferred	10,000,000	.....	..	11¾	11¾	11¾	11¾	...	100
16¼ January 19.	12⅛ June 23.	13⅜	13⅝	+ ½	**Erie**	112,222,700	.....	..	13½	13½	13⅜	13⅜	13¾	977
42 January 24.	33¼ June 21.	37	37½	+ ¼	Erie first preferred	42,844,000	.....	..	37	37½	36⅞	37½	35⅞	2,049
22½ January 30.	16¼ May 8.	...	...	..	Erie second preferred	16,000,000	.....	..	18½	18⅝	18⅛	18⅝	...	310
41½ June 9.	36 March 28.	39	40	..	Evansville & Terre Haute	4,000,000	Aug., '93.	7½	39¾	39¾	39¾	39¾	26	100
75 April 3.	46⅝ February 8.	59⅜	60½	+ 1	**Federal Steel Company**	46,484,300	†July 20, '99.	1¼	58½	60¾	58½	59⅜	...	32,995
93½ April 3.	72½ May 13.	81	82	+ 1¾	Federal Steel Company preferred	53,261,100	July 20, '99.	1½	80	82½	79½	82¼	...	7,485
25 January 5.	14½ August 4.	...	...	..	Fort Worth & Denver City	2,555,000	Mch. 15, '98.	2	14½	14½	14½	14½	22	156
30 March 28.	14 February 1.	24	25	— ⅞	Fort Worth & Rio Grande	3,108,100	.....	..	24½	24½	24½	24½	...	100
125¼ August 3.	95¼ January 3.	123⅞	124½	— ¾	**General Electric Company**	18,276,000	July 15, '99.	1½	124⅛	125¼	123	124	...	4,235
76⅝ March 20.	62¼ April 7.	65½	67	— 3¾	Glucose Sugar Refining Company	24,027,300	June 1, '99.	1½	69	69½	65	65¾	...	6,862
110 January 12.	106¾ May 31.	108	110½	..	Glucose Sugar Refining Company preferred	12,619,300	June 1, '99.	1½	107¾	107¾	107¾	107¾	...	15
195 March 13.	142½ January 6.	167	168½	— 1	Great Northern preferred	89,401,000	Aug. 1, '99.	1¾	168	168½	167	167	131½	1,024
117½ July 13.	97 January 3.	114	117	+ ¼	**H. B. Claflin Company**	3,829,100	July 15, '99.	2	115¾	115¾	115	115¾	...	485
29 April 27.	22 July 12.	23½	24½	+ ½	Hocking Valley	6,000,000	.....	..	24	25½	24	24½	...	3,580
60½ April 27.	54¼ May 13.	59¾	60	+ ⅝	Hocking Valley preferred	10,000,000	.....	..	59¾	60½	59¾	59⅞	...	7,299
74¼ June 30.	60¼ February 10.	73	75	..	Homestake	12,500,000	July 25, '99.	50c.	74	74	74	74	...	199
122 January 23.	110 June 1.	114¼	115	— ½	**Illinois Central**	52,500,000	Mch. 1, '99.	2½	117½	118	113¾	114½	108½	5,562
68½ January 23.	35 May 13.	42¼	42½	+ ¼	International Paper Company	17,442,900	July 1, '99.	1	42½	43	41⅝	42¼	...	6,345
95 January 5.	75½ July 27.	78½	79	— ½	International Paper Company preferred	22,539,100	July 1, '99.	1½	79¾	80	78¼	78½	...	5,972
35⅞ February 4.	10 May 6.	15	17	..	International Silver Company	10,000,000	.....	..	15	16	14¼	14¼	...	749
13½ April 28.	10¼ March 7.	12½	13	— ½	Iowa Central	8,488,800	.....	..	13	12¾	12¼	12¼	9¾	700
53⅝ July 25.	42½ May 31.	52¼	53	..	Iowa Central preferred	5,671,600	Mch. 1, '99.	1½	53¼	53¼	52½	53¼	36⅛	1,240
18 January 6.	7 March 15.	13¼	13½	+ 6¼	**Kansas City, Pittsburg & Gulf**	23,000,000	.....	..	7	14	7	13¼	17	4,935
63½ February 23.	45 April 7.	48	53¾	..	Knickerbocker Ice Company (Chicago)	4,000,000	July 1, '99.	1½	50	50	50	50	...	110
84 February 17.	72 June 24.	74	77	..	Knickerbocker Ice Company (Chicago) pf	3,000,000	July 1, '99.	3	75	75	75	75	...	160
58 July 28.	51 March 4.	56¾	57	— ¼	**Laclede Gas**	7,500,000	Mch. 15, '99.	1½	57¾	57¾	56	56¾	53¾	3,425
102½ May 18.	95 March 9.	98	100	..	Laclede Gas preferred	2,500,000	June 15, '99.	2½	98½	98½	98½	98½	96	140
22¼ January 27.	14¾ June 9.	21	21½	— ⅜	Lake Erie & Western	11,840,000	.....	..	21	21½	21	21	15	1,300
81½ July 27.	60 January 15.	80	81	— ¼	Lake Erie & Western preferred	11,840,000	Nov. 1, '98.	1¼	80¼	81	80	80¾	71¾	3,245
85 April 4.	56¼ January 5.	69	72	— ¼	Long Island	12,000,000	Nov. 2, '96.	1	69¾	69¾	69¾	69¾	51	100
76 July 29.	63 March 6.	74½	74¾	— 1	Louisville & Nashville	52,800,000	Feb. 10, '99.	1½	74½	75⅝	74⅛	74¾	55⅜	29,317
133⅜ April 3.	97 January 4.	117¼	117½	— 1	**Manhattan Consolidated**	48,000,000	July 1, '99.	1	118⅝	120¼	117¼	117⅜	107⅞	73,461
269 March 28.	187¾ January 11.	208	208½	— 3½	Metropolitan Street Railway	40,000,000	July 15, '99.	1¾	213	213¾	208½	208½	158	9,427
14¼ July 21.	13¼ August 5.	13⅝	13⅝	— ⅜	Metropolitan Street Railway Rights	.....	.....	..	...	...	...	...	...	2,108
17½ April 27.	6 January 7.	14½	14¾	— ⅝	Mexican Central	36,000,000	.....	..	15	15⅝	14⅜	14⅜	...	6,480
4⅞ April 26.	1 January 6.	...	...	+ ⅛	Mexican National certificates	33,350,000	.....	..	3⅝	4	3⅜	3⅜	...	2,900
116 January 24.	112 January 13.	111	...	..	Michigan Central	18,738,000	July 28, '98.	2	112½	112½	112½	112½	108¼	50
16 May 5.	14 April 25.	15	15¾	..	Metropolitan West Side El. of Chicago	7,500,000	.....	..	16	16	16	16	...	10
58 June 6.	44½ May 5.	56	58	+ 1½	Metropolitan West Side El. of Chicago pf	9,000,000	.....	..	57	57	57	57	...	153
62½ April 28.	35¾ January 6.	58⅜	59¼	+ 3¼	Minneapolis & St. Louis	6,000,000	.....	..	56	59¼	56	59¼	29	4,460
96½ May 5.	73⅞ January 10.	93	93½	+ 3	Minneapolis & St. Louis second preferred	4,000,000	July 15, '99.	2½	90½	94½	90½	93½	59½	2,219
37⅛ May 18.	8¼ January 24.	24	25	— 1¾	Minneapolis, St Paul & Sault Ste. Marie	14,000,000	.....	..	22½	23	22	24	...	800
72 May 18.	39 February 10.	64½	66	— 1	Minneapolis, St. Paul & Sault Ste. Marie pf	7,000,000	.....	..	63	64½	63	64½	...	500
147⅜ January 30.	113⅜ May 10.	12¼	12½	— ⅜	Missouri, Kansas & Texas	52,450,000	.....	..	12⅞	12⅞	12½	12½	11⅝	400
42½ April 3.	30½ May 31.	35⅞	36	— 1¼	Missouri, Kansas & Texas preferred	13,000,000	.....	..	37¼	37⅞	35⅜	35⅜	35½	6,550
52¼ April 4.	38¾ June 1.	48	48¼	— ⅛	Missouri Pacific	47,507,000	July 1, '93.	1	48⅝	49¾	48¼	48¼	37⅛	57,465
49¾ April 17.	32 January 3.	43	45	— 1	Mobile & Ohio	5,320,600	Feb. 28, '98.	1	45⅞	45⅞	44¾	44¾	27	925
185 August 4.	176 January 3.	184½	...	..	Morris & Essex	15,000,000	July, '99.	3½	185	185	185	185	172	276
62 January 21.	41⅝ May 16	48	48½	+ ¾	**National Biscuit Company**	29,000,000	.....	..	47⅝	49	46½	48¾	31	3,638
107½ January 18.	97½ July 7.	101	101½	..	National Biscuit Company preferred	23,000,000	May 31, '99.	1¾	101½	101¼	101¼	101½	95	460
40½ January 20.	28 June 1.	30	30½	+ ¾	National Lead Company	14,905,400	Mch. 1, '99.	1	31	31⅛	30⅜	30⅜	37	3,190
115 January 21.	110¼ June 14.	112	113¾	+ 1¼	National Lead Company preferred	14,904,000	June 15, '99.	1¾	113½	113½	113¼	113½	110¼	235
8½ January 7.	2 July 13.	...	3	+ ¼	National Linseed Oil certificates	.....	.....	..	2½	2¾	2½	2¾	...	550
63 April 24.	43¾ June 2.	53⅞	54¼	+ 2¼	National Steel Company	32,000,000	.....	..	52	55⅛	52	54¼	...	13,800
95 March 28.	85 May 15.	94¾	95½	+ 1⅛	National Steel Company preferred	26,000,000	June 30, '99.	1¾	93¾	95	93¾	94⅞	...	6,793
122¾ April 22.	97 January 3.	116½	117	..	New Jersey Central	27,053,800	Aug. 1, '99.	1	117¼	118¾	117	117	92	8,385
230 July 19.	112 January 3.	195	200	— 1	New York Air Brake	5,000,000	1896.	6	196	198	195	198	66	673
144¾ March 20.	121¾ January 3.	138¾	138¾	— 1½	New York Central	100,000,000	July 15, '99.	1	139¾	140⅝	138½	138½	119¾	18,375
222 April 20.	199 January 19.	216	218	+ 2½	New York, New Haven & Hartford	52,308,600	June 30, '99.	2	213	215	213	215	190½	357
41 January 23.	29½ May 4.	31	35	..	New York, Chicago & St. Louis 2d pf	11,000,000	.....	..	34½	34½	34½	34½	38	25
28⅝ March 27.	18⅜ January 3.	25⅞	26	— ⅜	New York, Ontario & Western	58,113,900	.....	..	26⅝	27	25⅞	25⅞	15⅜	12,171
22¾ April 27.	17⅞ March 17.	21	21½	+ ¼	Norfolk & Western	66,000,000	.....	..	21	21⅜	21	21⅜	15	8,345
72½ August 2.	61¾ January 6.	71⅝	71¾	..	Norfolk & Western preferred	23,000,000	Feb. 24, '99.	2	71	72⅛	71	71¾	55	14,093
12⅝ August 2.	6⅞ January 6.	12¼	12⅝	+ ⅝	North American	39,776,300	.....	..	11⅜	12⅝	11⅝	12¼	7	42,904
55¾ February 16.	42⅝ January 7.	51¼	51⅝	— ⅜	Northern Pacific	80,000,000	Aug. 3, '99.	1	52	53⅜	51⅛	51¼	30¾	66,095
*81½ February 23.	73 June 1.	77	77⅞	— ⅛	Northern Pacific preferred	75,090,000	June 5, '99.	1	78	78½	77¾	77⅞	74	9,738
10⅛ April 27.	6 March 23.	7½	9	..	**Ontario Mining**	15,000,000	Dec. 31, '97.	75c	7½	7½	7½	7½	...	220
77 July 6.	68¾ June 16.	74	77	..	Oregon Railroad & Navigation preferred	11,000,000	July 11, '99.	2	76	76	76	76	72¾	213
51 January 26.	38 May 11.	38	40	..	**Pacific Coast**	6,809,600	Apl. 17, '99.	1	38	39	38	39	35½	280
55 January 30.	43¼ January 4.	47⅛	47¼	— 1⅛	Pacific Mail	20,000,000	June 1, '99.	1½	48¾	48⅞	47¾	47¾	31⅝	7,890
142 January 23.	122⅛ January 5.	136	136¼	— ¾	Pennsylvania Railroad	129,303,250	May 31, '99.	2½	136⅞	137⅜	135¾	136¾	117⅞	38,435
129½ April 3.	101 May 13.	119½	119¾	+ ½	People's Gas, Chicago	28,668,800	May 25, '99.	1½	119¼	121¾	119¼	119½	100⅝	57,790
3½ April 27.	1 January 10.	2	2½	— ¼	Peoria, Decatur & Evansville	8,400,000	.....	..	2	2¼	2	2¼	1	600
102 March 3.	85 July 24.	85	86	..	Philadelphia Company	7,500,000	July 15, '99.	1¼	85	85	85	85	...	300
88 January 23.	43 May 11.	68	69⅞	+ 6	Pittsburg, Cin. Chi. & St. Louis	24,387,100	.....	..	62	68	62	68	44¼	14,823
93 January 23.	80 February 10.	87¾	88	+ 1	Pittsburg, Cin., Chi. & St. Louis preferred	22,649,200	Mch. 20, '99.	1½	84	87½	84	87½	66	1,802
59½ April 13.	43¾ June 1.	57½	58	+ 2½	Pressed Steel Car Company	12,500,000	.....	..	55½	59½	55½	57½	...	8,220
90 April 13.	78 May 25.	88	89	— ¼	Pressed Steel Car Company preferred	12,500,000	July 10, '99.	1¾	89	89½	88	88¾	...	3,600
14 July 28.	7 May 18.	12	14	..	Pittsburg & Western preferred	5,000,000	.....	..	12	12	12	12	...	30
164⅞ January 4.	156 January 21.	157½	159½	— 1¼	Pullman Palace Car Company	54,000,000	May 15, '99.	1½	159¾	159¾	158	158	191½	533
25 January 24.	19⅜ May 13.	20¾	20⅞	+ ¼	**Reading**	69,900,000	.....	..	21¼	22	21	21¼	18	3,400
68½ April 4.	51¾ January 7.	59⅝	59⅞	— 1	Reading first preferred	28,000,000	.....	..	60¾	62¼	59½	59½	43¼	3,647
38¼ March 22.	26½ January 7.	32⅝	33	— 1½	Reading second preferred	42,000,000	.....	..	33½	34½	32⅝	32⅝	21	4,975
6 January 9.	3¾ June 24.	5	5¾	+ ½	**St. Joseph & Grand Island**	4,600,000	.....	..	5½	6	5½	6	7¼	720
55 January 7.	38½ May 24.	49	50¾	— ½	St. Joseph & Grand Island first preferred	5,491,000	Aug. 1, '99.	1	51⅞	52	51	51	59	30
17¼ January 9.	9 June 1.	15	15¾	— ½	St. Joseph & Grand Island second preferred	3,500,000	.....	..	16¼	16¼	15⅝	15⅝	20	300
14⅞ February 1.	8⅝ January 6.	11¾	12¼	+ ¾	St. Louis & San Francisco	26,443,980	.....	..	11¼	12⅜	11¼	11⅜	7⅝	5,794
75½ January 26.	64 May 13.	72	74	..	St. Louis & San Francisco first preferred	5,000,000	July 6, '99.	2	72	73	72	73	66½	560
44⅞ January 31.	33¼ January 5.	38½	39	— ½	St. Louis & San Francisco second preferred	14,335,700	Mch. 3, '99.	1	39	39⅝	38¼	38¼	30¾	2,000
18¼ August 3.	6¾ January 4.	17½	17¾	+ 1	St. Louis Southwestern	16,500,000	.....	..	17	18¼	16¼	17½	5½	26,265
40⅝ August 3.	17 January 3.	39¼	39½	+ ¾	St. Louis Southwestern preferred	20,000,000	.....	..	38¼	40⅝	38	39½	12	39,805
58 July 1.	36 January 5.	54	56	— 2	St. Paul & Duluth	4,660,200	July 5, '87.	3	56	56	54½	54½	23½	525
106 January 23.	98½ January 5.	103¼	104	..	St. Paul & Duluth preferred	4,099,600	Mch. 1, '99.	3½	103¾	103¾	103¾	103¾	90	111
44 January 31.	27 May 9.	34	34¼	+ ⅝	Southern Pacific	126,527,900	.....	..	33½	36	33¼	34½	20¼	113,154
14 January 16.	10¼ January 5.	11½	11¾	— ½	Southern Railway	119,900,000	.....	..	11½	12	11⅜	11⅜	9	5,130
55 April 22.	49⅞ January 24.	51½	51¾	— 1⅝	Southern Railway preferred	60,000,000	Jan. 20, '99.	1	52⅝	53¼	51⅝	51½	33⅛	23,030
12 January 10.	7 June 1.	8¼	8½	+ 1¼	Standard Rope & Twine	12,000,000	.....	..	7⅞	9	7⅛	8½	5½	4,674
80½ August 4.	36 January 9.	79¼	79½	+ 9⅛	**Tennessee Coal & Iron**	20,000,000	Jan., '87.	1	70	80½	70	79½	26½	61,779
145 March 28.	111 January 4.	...	...	..	Tennessee Coal & Iron preferred	1,000,000	July 15, '93.	1	150	150	140	140	...	70
25⅝ March 1.	17¼ January 5.	21⅞	22	— ⅝	Texas Pacific	38,706,700	.....	..	22¼	22¾	21¾	21¾	12¾	3,550
242 February 27.	166½ January 25.	185	187	..	Third Avenue	12,000,000	May 31, '99.	1¾	185½	185½	185½	185½	178	35
73 April 17.	38 January 3.	65	67	— 3⅞	Twin City Rapid Transit	15,010,000	.....	..	66	66	66	66	...	200
50⅜ February 21.	38⅛ June 20.	43¼	53⅜	— ⅝	**Union Pacific**	87,645,500	.....	..	44¼	45⅝	43¼	43⅝	25⅝	64,165
84½ January 23.	72 June 1.	76¾	77	— ⅞	Union Pacific preferred	75,000,000	Apl. 19, '99.	1½	78	78½	76¾	76⅞	63⅝	29,709
45 March 28.	24 June 1.	27½	28	+ 1	Union Bag & Paper Company	16,000,000	.....	..	26¾	27½	26¼	27½	...	1,980
89 March 29.	76 May 31.	77½	79	+ 1	Union Bag & Paper Company preferred	11,000,000	July 1, '99.	1¾	77¼	79	77¼	79	...	1,350
60 January 11.	48 May 31.	50	55	+ 3	United States Express	10,000,000	May 15, '99.	1½	50	53	50	53	44	277
8 January 23.	5⅝ June 21.	6¼	6½	— ¼	United States Leather	61,509,900	.....	..	6½	6⅝	6¼	6¼	7¼	2,175
78 April 4.	68 June 1.	72½	73	+ ⅝	United States Leather preferred	60,909,900	July 1, '99.	1¼	72¾	73⅝	72¾	72¾	68⅝	10,232
57 April 5.	42⅝ January 5.	50½	51	+ ¼	United States Rubber	23,666,000	July 31, '99.	1	50⅝	52	50½	51	41¼	7,132
121 July 8.	111 January 3.	115¼	117	+ ⅞	United States Rubber preferred	23,525,500	July 31, '99.	2	116¼	116⅜	116¼	116⅜	99½	400
8⅞ January 24.	7¼ June 19.	7¾	8	+ ⅛	**Wabash**	28,000,000	.....	..	7⅞	8¼	7⅞	7⅞	7¾	650
25½ April 5.	19 May 24.	22½	22¾	— ¾	Wabash preferred	24,000,000	.....	..	23¾	23¾	22⅝	22⅝	20	5,105
*188¼ July 31.	181 July 17.	187	...	..	Wagner Palace Car Company	20,000,000	.....	..	188¼	188¼	188¼	188¼	...	10
*131 June 30.	*125 February 10.	128	132	..	Wells-Fargo Express	8,000,000	July 15, '99.	3	128	128	128	128	123	50
98¼ January 24.	87¼ June 1.	89¾	90	— ⅝	Western Union Telegraph	97,370,000	July 15, '99.	1¼	90¼	90½	89¾	89¾	94¼	4,711
11½ May 9.	8¼ June 1.	9⅝	10	..	Wheeling & Lake Erie	15,000,000	.....	..	9⅞	10	9¾	9¾	...	1,820
64 January 30.	50 June 29.	49	55	..	Wheeling & Lake Erie first preferred	2,500,000	.....	..	50¼	50¼	50	50	...	200
32¾ May 13.	21½ June 23.	24	24½	— ⅝	Wheeling & Lake Erie second preferred	7,000,000	.....	..	24⅞	25	24¼	24¼	...	775
16¾ June 13.	13½ May 24.	16⅛	16¾	+ 1⅜	Wisconsin Central, when issued	.....	.....	..	15¼	16¼	15¼	16⅜	...	4,785
55 June 13.	48¾ May 26.	54	54½	+ 1⅝

Bond Transactions New York Stock Exchange Week Ending Aug. 5, 1899.

BONDS.

Sales Week Ended Aug. 5, $10,806,400

	Week Ending Aug. 5.				
	First	High.	Low.	Last.	Sales.
Adams Express 4s	106½	106¾	106½	106¾	18
American Cotton Oil 8s	104½	104¼	104¼	104½	2
American Dock & Improvement 5s	116⅜	116⅜	116⅜	116⅜	1
Ann Arbor 4s	96	96	96	96	37
Atchison, Topeka & Santa Fé gen. 4s	101½	102	101⅝	101⅞	293½
Atchison, T. & S. F. adjustment 4s	85¼	85⅝	85¼	85⅝	604
Baltimore & Ohio 3½s	96¼	96½	95⅞	96	352½
Balt & Ohio Southwestern Div. 3½s	94½	94½	94½	94½	10
Baltimore & Ohio 4s	101	101¼	100⅝	100⅝	182
Brooklyn Rapid Transit 5s	115½	115½	115⅛	115½	44
Brooklyn Union Elevated 1st 5s	103½	103½	100½	101	54
Brooklyn Union Gas 5s	118½	118½	118⅛	118½	1
Buffalo, Rochester & Pittsburg gen. 5s	110	110	110	110	20
Bur., Cedar Rapids & Northern 1st 5s	108	108	108	108	1
Canada Southern 1st 5s	108	108½	108	108½	26
Canada Southern 2d 5s	111	111½	111	111½	4
Central of Georgia consol. 5s	96⅞	97	96¾	96⅞	36
Central of Georgia 1st pref. income	42¾	42½	42	42⅞	39
Central of Georgia 2d pref. income	12	12	12	12	6
Central of Georgia 1st 5s	118	118	118	118	1
Central of New Jersey general 5s	121	121¼	121	121¼	15
Central Pacific 1st, when issued	100½	100½	100	100	54
Central Pacific 3½s, when issued	85⅝	85⅝	85⅝	85⅝	2
Chesapeake & Ohio 6s, 1911	123	123	123	123	5
Chesapeake & Ohio consol. 5s	118½	118½	118½	118½	1
Chesapeake & Ohio 4½s	97¼	97½	97	97½	68
Ches. & Ohio, Rich. & Alle. 1st con. 4s	104¼	104¼	104	104	10
Chicago, Burlington & Quincy, Neb. ext. 4s	113¾	113¾	113⅝	113¾	44
Chicago, Burlington & Quincy deb. 5s	111¾	111¾	111⅜	111⅜	1
Chicago, Burlington & Quincy consol. 7s	113⅜	113⅜	113⅜	113⅜	1
Chicago, Burlington & Northern 5s	106¾	106¾	106¾	106¾	6
Chicago & Eastern Illinois consol. 6s	137¼	137¼	137¼	137¼	4
Chicago & Eastern Illinois general 5s	114½	115	114½	115	6
Chicago & Erie 1st 5s	115	115	115	115	1
Chi., Ind. & Louis. refunding 5s	99	99	97½	97½	20
Chi., Mil. & St. P., Chi. & Pac. West. 5s	121⅞	122	121⅞	121⅞	32
Chi. Mil. & St. P., Mineral Point Div. 5s	112	112	112	112	5
C., M. & St. P., La Crosse & Davenport 5s	120	120	120	120	5
Chicago, Milwaukee & St. Paul consol. 7s	170½	170½	170½	170½	5
Chi., M. & St. P., Chi. & Mil. Div. 7s	170	170	170	170	6
Chi., M. & St. P., Southern Minn. Div. 6s	120½	120½	120½	120½	6
Chi., M. & St. Paul, Chi. & Mo. River 5s	123	123	123	123	5
Chi., Mil. & St. Paul gen. 4s, Series A	112½	112½	112½	112½	4
Chicago & Northwestern ext. 4s	109	109	109	109	3
Chicago, Rock Island & Pacific general 4s	107⅞	107⅞	107½	107½	96
Chicago, St. Louis & New Orleans 5s	127⅞	127⅞	127⅞	127⅞	3
Chicago Terminal Transfer 4s	99⅝	100	99½	100	20
Cin., Ind., St. Louis & Chicago 4s	104	104	104	104	2
Cleveland, Canton & Southern 1st 5s, tr. r.	91	91¼	91	91¼	5
Cleve., Cin., Chi. & St. Louis general 4s	95½	95½	95	95	20
C., C., C. & St. L., St. Louis Div. 4s	102	102	102	102	17
Cleveland, Lorain & Wheeling 1st 5s	108½	108½	108½	108½	2
Colorado Fuel & Iron 5s	89	91½	89	91	181
Colorado Midland 2-4s	62	63	62	63	7
Colorado Southern 4s	88¾	88⅞	86½	86⅞	279
Denver & Rio Grande 4½s	109½	109¼	109½	109½	2
Denver & Rio Grande consol. 4s	99¾	100	99½	100	17
Detroit Gas Company 5s	98½	98¾	98½	98¾	25
Detroit City Gas 5s	98½	99	98½	98⅝	50
Detroit, Mackinac & Marquette 1. g. 3½s	19⅝	19⅞	19½	19⅝	103
Duluth & Iron Range 1st 5s	112	112	112	112	5
East. Tenn., Va. & Ga. consol. 5s	119¼	119½	119¼	119½	25
East. Tenn., Va. & Ga. divisional 5s	116½	116½	116½	116½	10
Edison Elec. Ill. of New York 1st 5s	111¾	111¾	111⅝	111⅝	6
Elgin, Joliet & Eastern 5s	110⅝	110⅝	110⅝	110⅝	2
Elmira, Cortland & Northern 5s	101	101	101	101	3
Elizabeth, Lexington & Big Sandy 5s	102½	103⅛	102½	103⅛	11
Erie prior lien 4s	91¾	92	91¾	91⅞	28
Erie general lien 4s	72⅝	73	72	72	200
Erie 1st consol. 7s	144¼	144½	144	144	39
Evansville & Terre Haute gen. 5s	103	103	103	103	22
Flint & Pere Marquette 5s	105¾	105¾	105¾	105¾	1
Flint & Pere Marquette 6s	122½	122½	122½	122½	1
Fort Worth & Denver City 1st 4-6s	78¼	80	78¼	80	40
Fort Worth & Rio Grande 1st 3-4s	64⅞	65	64⅞	65	8
Gal., Har. & San An., Mex. & Pac. 5s	103¾	103¾	103¼	103¼	23
Gila Valley, Globe & Northern 1st 5s	105¼	105¼	105½	105¼	39
General Electric debenture 5s	118½	119	118½	119	4
Green Bay debenture B	6½	6½	6½	6½	7
Hocking Valley 4½s	101⅞	102	101	101	23
Houston & Texas Central gen. 4s	88¼	88½	88¼	88⅝	34
Houston & Texas 1st 5s	111	111	111	111	4
Illinois Central, St. Louis Division 3s	91¾	91¾	91¾	91¾	13
Illinois Central, Louisville Div. 3½s	102¾	102¾	102¾	102¾	30
Illinois Central 4s 1953	105	105	105	105	3½
Illinois Central 4s, 1952	105⅞	105⅞	105⅞	105⅞	9
International & Great Northern 1st 6s	124½	124½	124½	124½	1
International & Great Northern 2d 5s	63⅝	63½	63	63½	61½
International & Great Northern 3d 4s	64	65½	64	64	6
International Paper Company 6s	109½	109½	109½	109½	3
Iowa Central 1st 5s	114	114	114	114	1
Kansas City, Pitts. & Gulf 1st 5s	61⅝	70	61⅝	70	604
Kentucky Central 1st 4s	97½	98	97½	98	6
Laclede Gas of St. Louis 5s	108¼	108¼	108¼	108¼	2
Lake Erie & Western 2d 5s	111	111	111	111	4
Lake Shore 1st 7s, coupon	103¾	103¾	103¾	103¾	6
Lehigh Valley Coal 5s	101	101	101	101	10
Lehigh & Wilkesbarre consol. 7s, assented	99	100	99	100	5
Lexington Avenue & Pavonia Ferry 1st	127½	127½	127½	127½	30
Long Dock 6s	141½	141½	141½	141½	3
Louisville & Nashville unified gold 4s	100	100¼	99⅝	99⅝	27
Louisville & Nashville coll. trust 4s	99¾	100	99¾	99¾	33
Louis. & Nash., N. O. & Mobile 1st 6s	131½	131½	131½	131½	1
Louisville & Nashville general 6s	116½	116½	116½	116½	2
Louis. & Nash., Nash., Fl. & Sheffield 1st 5s	106	106	106	106	5
Louisville, New Albany & Chicago 1st 6s	116½	116¼	116¼	116¼	14
Little Rock & Memphis 1st 5s, tr. rects	37½	37½	37½	47½	1
Manhattan Consolidated 4s	110	110	109½	110	34
Metropolitan Street Railway 5s	124	124	120½	120½	21
Met. West Side Elevated, Chicago, 4s	96½	96½	96½	96½	12
Mexican Central 1st income	21	21	21	21	10
Mexican Central 2d income	12⅛	12⅝	12	12¼	130
Mexican International consol. 4s	87	88¾	87	88¾	68
Minneapolis & St. Louis 5s	115½	115½	115½	115½	2
Minneapolis & St. Louis 1st and ref. 4s	99	99⅝	98½	99½	70
Missouri, Kansas & Texas extended 5s	88⅝	90¼	88	88¾	79
Missouri, Kansas & Texas of Texas 5s	90¼	91	90¼	91	19
Missouri, Kansas & Texas 1st 4s	93¼	93½	93	93½	102½
Missouri, Kansas & Texas 2d 4s	69¾	69¾	68	68½	256½
Missouri Pacific collateral 5s	98¼	98¾	96	97⅛	164
Missouri Pacific consol. 6s	118¾	118¾	118½	118½	33
Missouri Pacific trust 5s	100	100⅛	99⅝	100	149
Mobile & Ohio general 4s	87½	87½	87	87	17
Mobile & Ohio new 6s	127½	127½	127½	127½	1
Nash., Chat. & St. Louis consol. 5s	107½	107½	107½	107½	14
National Starch Manufacturing 6s	101½	101½	101	101	9
New York Central, Lake Shore collat. 3½s	102	102	100	100¼	138
N. Y. Central, Lake Shore collat. 3½s, reg	99½	100	99½	100	20
New York Central, Mich. Central 3½s	100	100¼	100	100¼	43
New York Central extended 4s	103	103	103	103	2
New York Central extended 4s, registered	102¾	102¾	102¾	102¾	2
New York Central 3½s	110⅞	110⅞	110⅞	110⅞	5
New York, Chicago & St. Louis 4s	108	108	107⅝	107⅝	8
N. Y., N. H. & H. deb. 4s, tr. rects	187½	187½	187½	187½	1
New York, Ontario & Western refdg. 4s	105¾	106⅞	10?½	106⅞	30
New York, Sus. & Western gen. 5s	100	100	100	100	2
Norfolk & Western consol. 4s	94¾	95	94½	94½	36½
Northern Pacific general lien 3s	67⅞	68	67¼	67¼	81
Northern Pacific prior lien 4s	103	103⅝	103	103	46
Northern Pacific prior lien 4s, registered	103⅝	103⅝	103⅝	103⅝	5
Ohio & Miss. 1st 7s, Springfield Div	103¼	103¼	103¼	103¼	5
Omaha & St. Louis 1st 4s	80	80	80	80	7
Oregon Railroad & Navigation 4s	101⅝	101¾	101¼	101½	49
Oregon Short Line consolidated 5s	113	113	112⅜	113	18
Oregon Short Line 6s	129½	129½	129½	129½	4
Oregon Short Line Income A	95¾	96½	95¾	96	51
Oregon Short Line Income B & coll. trust	74	75	74	75	111
Peoria & Eastern 1st	85½	85½	85½	85½	5
Peoria & Eastern income	20	20	20	20	25
People's Gas, Chicago, 1st consol. 6s	131	131	131	131	5
Pittsburg & Western 4s, trust receipts	99¾	99¾	99½	99½	50
Reading general 4s	88¾	88½	88	88	120
Rio Grande Western 4s	98½	98½	98	98	43
Rochester & Pittsburg consol. 6s	130¼	130¼	130¼	130½	1
Rome, Watertown & Ogdensburg consol. 5s	130	130	130	130	1
St. Joseph & Grand Island 1st 2-3-4s	83	84½	83	84½	16
St. Louis & Iron Mountain 4s	96⅞	96½	96	96	423½
St. Louis & Iron Mountain gen. 5s	114	114¼	113⅞	114	338
St. Louis & San Francisco general 6s	124½	124½	124	124	9
St. Louis & San Francisco consol. 4s	86	86¼	86	86½	3
St. Louis & San Francisco general 5s	100	100	100	100	36
St. Louis Southwestern 1st 5s	95¾	96	95½	95¾	157
St. Louis Southwestern 2d income	66	66¾	65¾	66⅝	362
St. Paul City Railway Cable consol. 5s	112	112	112	112	1

BONDS.

	Week Ending Aug. 5.				
	First.	High.	Low.	Last.	Sales.
St. Paul & Duluth consol. 4s	99⅝	99⅝	99⅝	99⅝	4
St. Paul, Minn., & Man., Montana ext. 4s	106	106	106	106	4
St. Paul, Minn. & Man. consol. 6s	143½	143½	143½	143½	5
St. Paul, Minn. & Man. consol. 4½s	116¾	117	116¾	117	5
San Antonio & Aransas Pass 4s	80¾	80¾	80	80	32
Santa Fé, Prescott & Phenix 1st 5s	107⅞	107⅞	107⅞	107⅞	85
South Carolina & Georgia 1st 5s	108⅝	108⅝	108½	108½	16
Scioto Valley & New England 4s	100¼	100¼	100¼	100¼	5
Southern Pacific of California 5s, stamped	108⅝	108⅝	108⅝	108⅝	7
Southern Pacific collat. tr. 4s, when issued	84	84½	83½	83½	466
Southern Pacific of Arizona 1st 6s	112	112¼	112	112	31
Southern Railway 5s	109½	109¾	109	109	41
Standard Rope & Twine 6s	84	84	84	84	5
Standard Rope & Twine income	22	28½	22	25½	379
Tenn. Coal & Iron 1st, De Bard. 6s	109	109½	109	109½	5
Tenn. Coal & Iron 1st, Birm. Div. 6s	108½	109	108½	109	6
Texas Pacific 1st 5s	115	115¼	115	115	12
Texas & New Orleans consol. 5s	103½	103¾	103¼	103¾	40
Toledo & Ohio Central 1st 5s	105½	105½	105½	105½	1
Toledo, Peoria & Western 1st 4s	81	81	81	81	1
Union Pacific new 4s	105½	105⅞	105¼	105¼	121½
Wabash 1st 5s	117	118	117	117	12
Wabash 2d 5s	102½	102½	100½	100½	42
Wabash debenture, Series B	37½	38⅜	37	37	643
West Shore guaranteed 4s	115	115	114	114	2
West Short gtd. 4s, registered	114	114½	114	114½	14
West. New York & Pennsylvania 1st 5s	114½	114½	114½	114½	1
Western Union collateral trust 5s	115½	115½	115½	115½	1
Wheeling & Lake Erie 1st 5s	109¼	109¼	109¼	109¼	2
Wisconsin Central 1st, trust receipts	76¼	76⅞	76	76⅞	172
Wisconsin Central 1st 4s, when issued	94¼	94½	94	94	240

Total sales.....$10,737,000

GOVERNMENT BONDS.

Bond Transactions New York Stock Exchange Week Ended Aug. 5, 1899.

United States 5s, registered	111½	111½	111½	111½	5
United States 4s, 1907, registered	112¼	112¼	112¼	112¼	21
United States 4s, 1907, coupon	113½	113½	113½	113½	3½
United States 3s, coupon	108¼	108¼	108¼	108¼	22
United States 3s, coupon, small	108	108	108	108	*4
United States 3s, registered	108½	108½	108½	108½	6½

Total sales.....$68,400

STATE BONDS.

Bond Transactions New York Stock Exchange Week Ended Aug. 5, 1899.

Virginia funded debt 2-3s, 1991	86¼	86¼	86¼	86¼	1

Total sales.....$4,000
Grand total.....$10,806,400
*In $100.

GOVERNMENT BONDS.

HIGHEST, LOWEST, AND LAST PRICES, YEAR 1899.

	Highest.		Lowest.		Last Sale.	
United States 2s, registered	101½	July 7	99	Feb. 3	101½	July 15
United States 4s, 1907, registered	114	June 20	111	Mar. 2	112¼	Aug. 4
United States 4s, 1907, coupon	114½	June 23	112¼	Jan. 3	113½	Aug. 1
United States 4s, 1925, registered	130⅞	May 24	128	Feb. 14	130¼	July 10
United States 4s, 1925, coupon	131	June 2	128	Feb. 10	130½	July 26
United States 5s, registered	113½	Apr. 8	111½	Aug. 3	111½	Aug. 3
United States 5s, 1904, coupon	113½	Apr. 3	111¾	Mar. 8	112⅝	July 6
United States 3s, 10-20, 1918, coupon	109½	May 31	106¾	Feb. 23	108¼	Aug. 5
United States 3s, 10-20, 1918, small	109½	July 11	106½	Jan. 5	108	Aug. 3
United States 3s, 10-20, 1918, reg	109¾	June 5	106½	Jan. 4	108½	July 31

Last sales in 1898 of Government bonds not yet dealt in on the Stock Exchange this year:

U. S. Currency 6s, 1899.....102½ Oct. 17 | District of Columbia 3-65s....118 Nov. 23

STATE BONDS.

HIGHEST, LOWEST, AND LAST PRICES, YEAR 1899.

	Highest.		Lowest.		Last Sale.	
Alabama, Class A	113	June 1	110	Feb. 27	112¾	June 5
Louisiana consolidated 4s	110	Apr. 24	108¾	Jan. 30	110	Apr. 28
Louisiana consol. 4s, small	109½	June 30	109½	Feb. 27	109½	Feb. 27
North Carolina consol. 4s	108	June 30	96¼	Jan. 13	97	July 12
Tennessee settlement 3s	99	June 30	96¼	Jan. 13	99	June 30
Tennessee settlement 3s, small	95	Jan. 20	95	Jan. 20	95	Feb. 27
Virginia deferred 6s, trust receipts	9	Mar. 5	6	Mar. 4	6	July 18
Virginia funded debt 2-3s, 1991	87	Jan. 27	82¼	Jan. 3	86¼	July 31

Last sales in 1898 of State bonds not yet dealt in on the Stock Exchange this year:

Alabama, Class A, small	105 Aug. 10	Alabama, Class C	104 Nov. 30
Alabama, Class B	108 Sept. 26	North Carolina 6s, 1918	128 Feb. 23

TREASURY STATEMENT.

WASHINGTON, Aug. 5.—Following is a statement of the condition of the United States Treasury and the receipts and expenditures of the Government on the 5th day of August, 1899:

CASH IN THE TREASURY.			
Gold coin	$151,403,481.89		
Gold bullion	126,026,047.21		
		$277,429,529.10	
Outstanding gold certificates	34,240,519.00		
Less gold certificates in Treasury	1,651,520.00		
		32,588,999.00	
			*$244,840,530.10
Standard silver dollars		408,206,219.00	
Outstanding silver certificates	407,301,504.00		
Less silver certificates in Treasury	3,992,053.00		
		403,309,451.00	
			4,896,768.00
Silver bullion		.....	973,358.99
Standard silver dollars of 1890	9,025,008.00		
Silver bullion of 1890, (cost)	83,947,182.00		
		92,972,280.00	
Less outstanding Treasury notes	.....	92,972,280.00	
			35,372,438.00
United States notes			
Outstanding currency certificates	20,195,000.00		
Less currency certificates in Treasury	200,000.00		
		19,995,000.00	
			15,377,438.00
Treasury notes of 1890	893,377.00		
National bank notes	3,356,667.44		
Fractional silver coin	5,185,685.68		
Fractional currency	76.36		
Minor coin	248,413.07		
Deposits in National banks	78,222,017.60		
Bonds and interest paid	2,415,901.64		
		90,322,228.79	
Less National bank 5 per cent fund	9,159,967.76		
Outstanding checks and drafts	11,043,445.08		
Disbursing officers' balances	56,333,534.02		
Post Office Department account	4,134,108.18		
Miscellaneous items	2,300,594.99		
		82,971,645.03	
			7,350,583.76
Available cash balance, including gold reserve			273,438,678.85

RECEIPTS.	This Day.	This Month.	This Fiscal Y'r.
Customs	$481,450.23	$4,019,679.95	$20,991,134.16
Internal revenue	942,242.19	4,447,616.85	32,770,191.35
Miscellaneous	28,780.76	729,493.72	3,489,722.86
Total receipts	1,452,473.18	9,196,790.32	57,251,048.37
EXPENDITURES.			
Civil and miscellaneous	268,000.00	1,488,000.00	14,991,489.81
War	945,000.00	4,365,000.00	23,656,080.06
Navy	165,000.00	380,000.00	5,470,245.40
Indians	10,000.00	180,000.00	751,754.88
Pensions	500,000.00	4,500,000.00	17,425,674.80
Interest	300,000.00	500,000.00	5,678,845.88
Total expenditures	$2,188,000.00	$11,413,000.00	$67,974,090.83
Excess of expenditures over receipts	735,526.82	2,216,209.68	10,723,041.96
Receipts last year—			
Customs	561,420.36	2,907,975.94	18,077,656.90
Internal revenue	841,200.00	5,322,748.66	31,493,445.95
Receipts from all sources last year	1,617,328.97	8,771,485.03	52,618,593.61
Expenditures last year	2,041,000.00	9,536,000.00	83,799,475.44
NATIONAL BANK FUND.			
Deposits under act July 14, 1890		50,000.00	986,320.00
Redemptions under act July 14, 1890	33,332.50	232,287.50	1,454,913.00

REDEMPTION OF NOTES.	U. S. Notes. (Since 1879.)	Treasury Notes. (Since 1890.)	Total.
To date	$537,214,468.00	$100,284,235.00	637,498,703.00
This fiscal year	1,760,882.00	773,643.00	2,534,495.00
This month	254,436.00	113,935.00	368,371.00
This day	12,312.00	21,269.00	33,581.00

*Net gold and bullion, including $100,000,000 reserved for redemption of United States notes, Section 12, act July 12, 1882.

Complete Bond Quotation List, New York Stock Exchange, Week Ending Aug. 5, 1899.

	Range for Year 1899. Highest.		Lowest.		Last Sale.	Bid.	Asked.
Alabama Midland 1st gtd. g., 1928.	102½	Jun 15	98	Feb 15	101	June 19	98	..
Ann Arbor 1st g. 4s, 1995	96¾	Jul 13	87¾	May 10	96	Aug 4	..	96¼
Atch., Top. & S. F. gen. g. 4s, 1995	103¾	May 31	99¾	Apr 7	101⅞	Aug 5	101¾	101⅞
Do., registered	102½	Jan 23	100	Jan 20	101	Mar 29	..	..
Do., adjustment g. 4s, 1995	85¾	Aug 4	78	Jan 6	85¾	Aug 5	85½	85¾
Do., do., registered	83½	Feb 4	83	Feb 20	83	Feb 20	..	..
Atl. Av. of Brooklyn imp. g. 5s, 1934	110	Jan 20	106	Jan 9	110	Jan 20	..	..
Atlantic & Danville 1st g. 5s, 1950	102	May 19	100¼	Jan 19	102	June 5	99	..
Baltimore & Ohio—								
Balt. & Ohio prior lien g. 3½s, 1925	100⅝	May 26	95⅞	Aug 5	96	Aug 5	95¾	96
Do. mtg. gold 4s, 1948	102¼	May 23	100¾	May 12	100¾	Aug 5	100½	100¾
Balt. Belt 1st g. 5s, int. gtd., 1990	106½	Mar 8	106½	Mar 8	106½	Mar 8	..	..
West Va. & Pitts. 1st g. 5s, 1990	..	....	..	....	105½	Oct., 95	..	..
Monongа. River 1st gtd. g. 5s, 1919	..	....	..	....	104½	July, 92	..	..
Cent. Ohio reorg. 1st con. g. 4½s, 1930	112	Feb 15	108½	Jan 11	111	June 5	..	..
Ak. & Chi. Junc. 1st gtd. int. g. 5s, 1930	115	Jan 19	115	Jan 19	115	Jan 19	..	..
Col. & Cin. Mid. 1st ext. 4½s, 1939	85	Jan 19	85	Jan 19	85	Jan 19	..	..
Pitts. & Connellsv. 1st g. 4s, 1946	..	....	..	....	107¼	Jul 28,98	..	..
B. & O. SW. RR. 1st gtd. g. 4½s, 1990	111	Feb 3	107¾	Jan 12	108	Mar 13	..	..
Do., 1st consolidated g. 4½s, 1908	94	Jan 23	93¾	Jan 23	94	Jan 23	..	..
Do., do., trust receipts	94	Jan 27	94	Jan 27	94	Jan 27	..	..
Do., 1st inc. g. 5s, Series A, 2043	32½	Jan 11	32	Jan 11	32	Jan 11	..	..
Do. do., Series B, 2043	13½	Jan 26	10¾	Jan 16	12	Feb 23	..	..
Do., do., trust certificates	11½	Feb 10	11¼	Feb 10	11¼	Feb 10	..	..
Ohio & Mississippi 2d con. 7s, 1911	130¾	Jan 30	123	Apr 11	128½	May 22	..	..
Do., do., trust certificates	128¾	May 24	126	Mar 15	128	June 3	..	..
Do., 1st Springfield Div. 7s, 1905	106	Jan 30	103	Mar 17	103¼	Aug 2	..	..
Do., do., trust certificates	105	Apr 28	102½	Feb 25	105	June 5	..	..
Do., 1st con. 4s, 1947	112	Jan 30	108¼	Jan 6	112	Jan 30	..	..
Do., 1st gen. 5s, 1932	89	Feb 4	89	Feb 4	89	Feb 4	..	..
Brooklyn Rapid Transit g. 5s, 1945	115½	Jul 14	102¼	May 13	115¼	Aug 5	115¼	115½
Brooklyn City 1st consol. 5s, 1941	117½	Apr 5	117½	Apr 5	117½	Apr 5	..	..
Bkyn.Q.Co. & S.1st con.gtd.g.5s,1941	108½	Apr 20	105¾	Jan 4	107½	Aug 3	..	..
Brooklyn Union El. 1st g. 4-5s, 1950	104½	Jul 8	100¼	Aug 2	101	Aug 4	100½	101½
Brunswick & Western 1st g. 4s, 1938	..	....	..	....	74	Sep., 96	..	..
Buff., Roch. & Pitts. gen. g. 5s, 1937	111	Feb 20	107½	Jan 7	110	Aug 4	..	..
Roch. & Pitts. 1st g. 6s, 1921	129	Jun 28	127¼	Mar 15	129	June 28	129½	..
Do. con. 1st g. 6s, 1922	130½	Jul 6	129	May 15	130½	July 31	128¼	130½
Clearfield & Mah. 1st gtd. g. 5s, 1943	..	....	..	....	103	Ap 14, 97	..	..
Buffalo & Susquehanna 1st g. 5s, 1913	..	....	..	....	100	Feb., 96	..	..
Buff., St. Mary's & Southwest. 5s, 1927	105	Feb 17	101½	Feb 8	105	May 12	..	..
Bur., Cedar Rap. & Nor. 1st 5s, 1906	109½	May 15	106	Jun 10	108	Aug 4	108	108½
Do., con. 1st and col. tr. g. 5s, 1934	117½	May 19	111	Jan 7	116½	July 20	116½	117½
Do., do., registered	110½	Feb 4	110½	Feb 4	110½	Feb 4	..	..
Minn. & St. L. 1st gtd. g. 7s, 1927	..	....	..	....	140	Fe 14, 97	..	..
C. R., I. Falls & N. W. 1st g. 5s, 1921	105	Jan 6	105	Jan 6	105	Jan 6	..	..
Canada South. 1st, int. gtd. 5s, 1908	111¼	Jun 12	108	Jul 5	108½	Aug 4	108	108½
Do., 2d 5s, 1913	112	Feb 24	109	Mar 6	111½	Aug 5	111	111½
Do., do., registered	..	....	..	....	106	Ja 30, 97	..	..
Central Br. Union Pac. 1st g. 4s, 1948	93¾	Jan 31	89	Jul 25	89	July 25	..	..
Cen. RR. & Bkg.Co. of Ga.col.g.5s,1937	96	Apr 26	95	Jan 18	96	Apr 26	..	..
Cent. of Ga. RR. 1st g. 5s, 1945	120	Jun 29	116½	Mar 28	118	Aug 5	..	..
Do., con. g. 5s, 1945	100¼	Apr 29	91¾	Jan 31	96⅞	Aug 4	96⅞	97
Do., 1st pf. inc. g. 5s, 1945	44¼	Feb 23	38	Feb 8	42½	Aug 5	41	42
Do., 2d pf. inc. g. 5s, 1945	15	Feb 20	11	Apr 10	12	Aug 3	12	13
Do., 3d pf. inc. g. 5s, 1945	7½	Feb 27	6	May 31	6½	July 28	6	6½
Do., Macon & Nor. Div. 1st g. 5s, 1946	..	....	..	....	95	De 23, 98	..	..
Do., Middle Ga. & Atl. 5s, 1947	102	Jun 29	102	Jun 29	102	June 29	..	96
Do., Mobile Div. 1st g. 5s, 1946	..	....	..	....	99	Jul 6, 98	..	..
Cent. of N. J. 1st conv. 7s, 1902	112	Jan 11	109½	May 3	110	June 6	110	..
Do., conv. deb. 6s, 1908	112½	Mar 20	112½	Mar 20	112½	Mar 20	..	..
Do., gen. g. 5s, 1987	122½	Jun 24	113¼	Jan 4	121¼	Aug 2	120	121½
Do., do., registered	121½	Jul 22	112½	Jan 7	121½	July 22	..	..
Lehigh & Wilkes. Coal con.as.7s, 1900	102½	Apr 1	99	Aug 2	100	Aug 4	..	100½
Do., 5s, 1912	100	May 6	87¾	Jan 11	100	Mar 8	..	..
Am. Dock & Imp. Co. 5s, 1921	116½	Jul 11	114	Apr 27	116½	Aug 2	..	..
N. J. Southern int. gtd. 6s, 1899	..	....	..	....	104	No 13, 97	..	..
Cen. Pac. ext. g. 5s, Ser. A,B,C,D, 1898	..	....	..	....	103	Fe 24, 98	..	..
Do., ext. g. 5s, Series E, 1898	..	....	..	....	102	Fe 21, 98	..	..
Do., ext. g. 5s, 1899, Speyer certs.	109	Jun 6	103¼	Mar 20	107½	July 20	..	..
Do., ext. g. 5s, 1901, Speyer certs.	107½	Feb 24	103	Mar 20	103½	Mar 23	..	..
Do., Speyer & Co. cts. dep. E, 1900	..	....	..	....	103	Oct 20,98	..	..
Do., San Joaquin Br. g. 6s, 1900	108¼	Mar 11	105¼	Feb 23	108½	Mar 29	..	..
Do., do., Speyer certificates	113¼	Jun 15	112⅝	Jun 19	112⅝	June 19	..	..
Do., gtd. g. 5s, 1939, Speyer certs.	125⅜	May 27	112¼	Feb 16	123½	July 20	..	..
Do., land grant g. 5s, 1900	110½	Mar 14	107	Apr 10	107	Apr 10	..	..
Do., do., Speyer certificates	112	Apr 19	112	Apr 19	112	Apr 19	..	..
Do., C. & O. Div. ext. g. 5s, 1918	122¼	May 27	120¼	May 19	122¼	May 27	..	..
Do., do., Speyer certificates	121⅝	Jun 19	121⅜	Jun 19	121⅝	June 28	..	..
Western Pacific g. 6s, 1899	105	Mar 10	103	Jan 19	104½	Apr 5	..	..
Do., do., Speyer certificates	109½	Jun 2	105½	Apr 15	108⅝	July 7	..	..
North. Ry of Cal. 1st gtd. g. 6s, 1907	..	....	..	....	98	Au 6, 97	..	..
Do., gtd. g. 5s, 1938	..	....	..	....	105½	De 19, 98	..	..
Ches. & Ohio g. 6s, Series A, 1908	119½	Jun 14	117	Apr 14	119½	June 14	..	121⅝
Do., g. 6s, 1911	123	Aug 2	118½	Mar 2	123	Aug 2	..	123½
Do., 1st con. g. 5s, 1939	121	Apr 25	117¼	Jan 3	118½	Aug 4	..	..
Do., do., registered	118¼	Mar 15	117	Jun 2	117	June 2	..	..
Do., gen. g. 4½s, 1992	97¾	Jul 25	90¾	Jan 4	97½	Aug 5	..	..
Do., do., registered	92¾	Jan 18	92¾	Jan 18	92¾	Jan 18	..	..
Do., R. & A. Div. 1st con. g. 4s, 1989	108	Jun 27	104	Jul 21	104	Aug 5	104	..
Do., do., 2d con. g. 4s, 1989	100	Jun 19	100	Jun 19	100	June 19	..	..
Do., Craig Valley 1st g. 5s, 1940	..	....	..	....	95½	My 27,98	..	..
Warm Springs Valley 5s, 1941	101¼	Apr 29	101	Apr 26	101¼	Aug 2	..	..
Eliz., Lex. & Big Sandy gtd.g.5s,1902	104	Feb 7	101⅝	Apr 7	103½	Aug 2	103	103¼
Chi. & Alton sink. fd. g. 6s, 1903	110¾	Apr 19	108	May 5	109	June 12	106	..
Louisiana & Mo. River 1st 7s, 1900	107½	Jan 6	104	Feb 1	104	Feb 1	..	..
Do., 2d 7s, 1900	106⅞	Feb 24	106⅞	Feb 24	106⅞	Feb 24	103	..
Miss. Riv. Bdge. 1st sk. fd. g. 6s, 1912	..	....	..	....	105½	Oct., 95	..	..
Chi., Bur. & Quincy con. 7s, 1903	117¾	Jun 29	113¼	Jul 20	113¾	July 31	113¾	114¼
Do., sinking fund 5s, 1901	105	Mar 16	104⅝	Feb 15	105	Mar 16	103½	..
Do., debenture 5s, 1913	113	Apr 24	109¼	May 10	111¾	Aug 3	..	..
Do., convertible 5s, 1903	151¼	Feb 18	125½	Jan 6	138	July 25	..	148
Do., Iowa sinking fund 5s, 1919	116⅝	Jun 12	115⅝	May 1	116⅜	June 12	..	..
Do., do., do., 4s, 1919	107	Jul 26	105	Feb 27	107	July 26	106⅜	..
Do., Denver Div. 4s, 1922	105	May 26	101¾	Jan 26	105	July 20	102	103
Do., 4s, 1921	103	Feb 3	100	Apr 11	100	Apr 11	..	..
Do., Chi. & Iowa Div. 5s, 1905	..	....	..	....	107½	Jan., 96	..	..
Do., Nebraska extension 4s, 1927	113¾	Jul 31	105¾	Jan 3	113¾	Aug 5	113⅝	..
Do., do., registered	111⅛	Jun 2	111⅛	Jun 2	111⅛	June 2	..	..
Hannibal & St. Joseph con. 6s, 1911	124	Jul 6	120	Mar 13	124	July 6	124	..
Chi., Bur. & Northern 1st 5s, 1926	108	Mar 24	105⅜	Apr 27	106⅞	Aug 2	..	..
Chi. & East. Ill. 1st sk. fd. cur. 6s, 1907	116½	Apr 3	114	Jul 5	114½	Aug 3	114½	..
Do., 1st con. g. 6s, 1934	138	Jun 30	134	Jan 23	137¼	July 31	136½	..
Do., gen. con. 1st 5s, 1937	117½	Jun 13	109½	Jan 16	115	Aug 4	..	115½
Do., do., registered	..	....	..	....	103½	No 18, 98	..	..
Chi. & Ind. Coal Ry 1st 5s, 1936	107	Feb 23	107	Feb 23	107	Feb 23	106	..
Chicago, Indianapolis & Louisville—								
Louisv., New Alb. & Chi. 1st 6s, 1910	118¼	Jun 9	114½	Jan 17	116¼	Aug 4	..	..
Chi., Ind. & Louisv. refdg. g. 5s, 1947	108½	May 17	92	Jan 10	97	Aug 4	98	100
Do., refunding g. 6s, 1947	119½	Jun 9	104	Jan 4	113	July 7	..	111
Chicago, Milwaukee & St. Paul—								
Mil. & St. P. 1st 7s, $ gold, R.D., 1902	171½	Jun 9	160¾	Jan 7	170¼	July 25	..	..
Do., 1st Iowa & D. 7s, 1899	168¼	Apr 10	163½	Feb 16	168¼	Apr 10	..	..
Do., 1st C. & M. 7s, 1903	170	Aug 4	160½	Jan 10	170	Aug 4	..	..
Chi., Mil. & St. Paul con. 7s, 1905	171½	Jun 9	160	Jan 3	170½	Aug 3	..	..
Do., 1st I. & D. ext. 7s, 1908	171	Jun 17	161	Jan 11	170	July 6	..	..
Do., 1st Southwest. Div. 6s, 1909	122¼	Jun 8	112¼	May 13	121¾	July 5	119½	..
Do., 1st LaC. & Dav. 5s, 1919	120	Aug 2	120	Aug 2	120	Aug 2	120½	..
Do., 1st So. Minn. Div. 6s, 1910	123½	May 12	118¼	Jan 11	120½	Aug 4	121½	..
Do., 1st H. & D. Div. 7s, 1910	132¼	May 25	129	Jan 19	132¼	May 25	129½	..
Do., do., 5s, 1910	..	....	..	....	109¼	Dec 7, 98	111½	113¾
Do., Chi. & Pac. Div. 6s, 1910	123	May 2	121½	Feb 24	123	May 2	121¼	..
Do., 1st C. & Pac. W. g. 5s, 1921	124	May 26	118¾	Jan 3	121⅞	Aug 4	121½	..
Do., Chi. & Mo. Riv. Div. 5s, 1926	125¾	Jun 16	118½	Jan 19	123	Aug 1	..	..
Do., Mineral Point Div. 5s, 1910	112¼	Apr 18	110	Mar 14	112	Aug 3	..	..
Do., C. & Lake Sup. Div. g. 5s, 1921	122¼	Jun 1	122½	Jun 1	122½	June 1	..	..
Do., Wis. & Min. Div. g. 5s, 1921	123	Jun 1	119	Apr 8	120⅜	July 17	..	..
Do., terminal g. 5s, 1914	118¼	May 18	115	Feb 6	118¼	May 18	..	..
Do., Far. & So. assu. g. 6s, 1924	137½	Jul 18	137½	Jul 18	137½	July 18	..	..
Do., con. sinking fund 5s, 1916	..	....	..	....	106½	Jul 9, 97	..	..
Do., Dak. & Great So. g. 5s, 1916	118½	May 12	112½	Feb 9	115½	July 17	..	..
Do., gen. g. 4s, Series A, 1989	114⅞	May 4	108¾	Jan 11	112¼	Aug 1	..	..
Do., do., registered	..	....	..	....	105½	Fe 19, 98	..	..
Mil. & North. 1st, main line 6s, 1910	121	Jun 10	121	Jun 10	121	July 25	121	..
Do., 1st con. 6s, 1913	136	Jan 30	125	Jul 10	125	July 10	125	..
Chicago & Northwestern con. 7s, 1915	145⅝	Jul 11	142¾	May 4	145⅝	July 11	143⅝	..
Do., gold 7s, 1902	115	May 24	111¼	Jun 3	112¾	July 7	..	..
Do., do., registered	114	Apr 14	113	Jan 13	113	Apr 14	..	..
Do., sinking fund 6s, 1879-1929	122½	Mar 13	116	Jan 6	118	July 17	..	..
Do., do., registered	116	Jun 14	116	Jun 14	116	June 14	..	..
Do., sinking fund 5s, 1879-1929	110½	Mar 10	106½	Apr 12	109	July 21	100	..
Do., do., registered	109	Feb 3	105¾	Mar 28	105¾	Mar 28	..	..
Do., sinking fund deb. 5s, 1933	123	Jan 30	121½	May 4	122½	July 17	122¼	..
Do., registered	..	....	..	....	119¼	De 27, 98	..	..
Do., debenture 5s, 1909	111½	Mar 28	108	May 12	110	July 10	..	110⅝
Do., do., registered	..	....	..	....	109¼	Mr 19, 98	..	..
Do., debenture 5s, 1921	118	Feb 9	117¼	May 22	118	July 18	..	..
Do., do., registered	..	....	..	....	117¾	Feb 7, 98	..	..
Do., extension 4s, 1886-1926	109	Feb 1	106	Apr 7	109	July 31	..	..
Do., registered	106⅞	Feb 20	106⅞	Feb 20	106⅞	Feb 20	..	..
Do., gen. 3½s, 1987	110¼	Jun 24	102½	Jan 3	110	July 20	..	..
Do., do., registered	..	....	..	....	103	No 19, 98	..	..
Escanaba & Lake Sup. 1st 6s, 1901	..	....	..	....	107¾	My 26,98	..	..
Chicago & Milwaukee 1st 7s, 1898	..	....	..	....	102¼	Ap 12, 98	..	..
Winona & St. Peters 2d 7s, 1907	124	Jun 19	124	Jun 19	124	June 19	..	..
Milwaukee & Madison 1st 6s, 1905	117½	Feb 6	117¼	Feb 6	117½	Feb 6	..	..
Ottumwa, C. F. & St. P. 1st 5s, 1909	111	Jan 3	111	Jan 3	111	Jan 5	113	..
Northern Illinois 1st 5s, 1910	113	Apr 24	113	Apr 24	113	Apr 24	113	..
Iowa Midland 8s, 1900	..	....	..	....	108	Oct 21,98	..	..
Mil., L. S. & West. 1st g. 6s, 1921	143	Jul 7	139¼	May 3	140¼	July 20	..	143½
Do., conv. deb. g. 5s, 1907	..	....	..	....	105½	Fe 24, 97	..	112⅝
Do., ext. and imp. sk. fd. g. 5s, 1929	125¼	May 23	117⅝	Feb 1	124	July 24	..	..
Do., Michigan Div. 1st g. 6s, 1924	..	....	..	....	138	De 13, 98	..	145⅜
Do., Ashland Div. 1st g. 6s, 1925	146	Jul 6	140	Mar 6	146	July 6	..	..
Do., incomes, 1911	114¼	Jun 17	114¼	Jun 17	114¼	June 17	..	..
Chicago, Rock Island & Pacific 6s, 1917	136¼	Jun 27	131½	Jan 10	134	July 7	..	..
Do., do., registered	134½	May 19	132	Jun 6	133½	June 13	..	..
Do., gen. g. 4s, 1988	110¾	May 17	104⅝	Jan 4	107½	Aug 3	107	107½
Do., do., registered	107¾	Apr 6	105⅜	Mar 7	107⅞	Apr 6	..	..
Des Moines & Ft. Dodge 1st 4s, 1905	98½	Apr 27	98	Jan 9	98½	May 1	98½	..
Do., 1st 2½s, 1905	86	Jul 20	83	May 9	86	July 20	..	..
Do., extension 4s, 1905	98½	May 18	98½	May 18	98½	May 18	..	..
Keokuk & Des Moines 1st 5s, 1923	114	Apr 25	103½	Jan 12	114	June 27	113	114
Do., do., small	..	....	..	....	100	Ap 15, 97	..	..

	Range for Year 1899. Highest.		Lowest.		Last Sale.	Bid.	Asked.
Chi., St. P., Min. & Om. con. 6s, 1930	141	May 11	136	Jan 9	137½	July 12	..	..
Chi., St. P. & M. 1st g. 6s, 1918	138	Mar 27	134½	May 8	134½	June 21	..	..
St. P. & Sioux City 1st g. 6s, 1919	134	Jan 12	131	Apr 18	132⅜	July 7	..	..
Northern Wisconsin 1st 6s, 1930	140	Mar 23	140	Mar 23	140	Mar 23	..	..
Chi. & Wn. Ind. 1st sk. fd. g. 6s, 1919	..	....	..	....	106	Jul 22,97	104½	..
Do., gen. g. 6s, 1932	123	May 4	120½	Jul 11	122	July 25	..	125
Chicago Term. & Trans. 4s, 1947	102¾	Jun 5	93¼	Jan 3	100	Aug 4	99	99¾
Chi. & W. Mich. Ry 5s, 1921, coupon off	99½	Jun 28	99¾	Jun 28	99½	June 28	..	..
Cin., Ham. & Dayton con. sk. fd. 7s, 1905	..	....	..	....	119	Oct 26,97	120	..
Do., 2d g. 4½s, 1937	..	....	..	....	103½	Mr 13, 97	..	..
Cin., Day. & Ironton 1st gtd. g. 5s, 1941	113	May 5	112	Feb 9	113	May 5	115	115½
City & Sub. Ry Balt. 1st g. 5s, 1922	..	....	..	....	105¾	Apr., 96	..	..
Clev. & Can. Tr. Co. cts. for 1st 5s, 1917	91	Mar 30	70¼	Jan 25	91¼	Aug 3	91¼	94
Clev., Cin., Chi. & St. L. gen. g. 4s, 1993	98	Jan 26	87¾	Jan 12	95	Aug 5	..	..
Do., Cairo Div. 1st g. 4s, 1939	97	Jun 20	95¾	May 27	97	June 20	..	..
St. Louis Div. 1st col. trust g. 4s, 1990	103¾	Feb 3	99¾	Jan 7	102	July 31	102	..
Do., do., registered	99	May 4	99	May 4	99	May 4	..	..
Spring. & Col. Div. 1st g. 4s, 1940	..	....	..	....	87	Oct., 95	..	..
White W. Val. Div. 1st g. 4s, 1940	..	....	..	....	87	Au 31, 98	..	..
Cin., Wab. & Mich. Div. 1st g. 4s, 1991	97	Apr 22	95	Feb 21	96½	Apr 24	96	..
Cin., Ind., St. L. & C. 1st g. 4s, 1936	104	Jan 27	102	Jan 3	104	Aug 4	103½	..
Do., con. 6s, 1920	..	....	..	....	100	Nov., 94	..	..
Cin., San. & Clev., con. 1st g. 5s, 1928	118½	May 31	113½	May 31	113½	June 14	..	..
Ind., Bloom. & West. 1st pf. 7s, 1900	103½	Apr 29	103½	Apr 29	103⅝	Apr 29	..	..
Peoria & Eastern 1st con. 4s, 1940	88½	Jan 28	82¾	Apr 7	85¼	Aug 2	85	85¼
Do., income 4s, 1990	33	Jan 10	22	Jan 3	29	Aug 4	29	30
C., C., C. & Ind. con. g. 7s, 1914	138½	Jul 6	135½	May 11	138½	July 6	..	..
Do., gen. con. g. 6s, 1934	137½	Jun 23	134½	Jul 6	134½	July 18	..	137
Cin. & Spfd. 1st M.C.C.C. & I. 7s, 1901	108½	Feb 10	108¼	Feb 10	108½	Feb 10	..	..
Clev., Lor. & Wheel. 1st con. g. 5s, 1933	108½	Jul 20	108	Jul 11	108½	July 31	..	..
Clev. & Mahoning Val. g. 5s, 1938	134½	Jun 16	128	Feb 15	134½	June 16	130	..
Colorado Midland Ry 1st 2-3-4s, 1947	69	Jan 12	62	Jul 11	63	Aug 3	62	63
Do., 1st gold 4s, 1947	76	Jan 12	70¼	Mar 18	72	July 28	71	72
Colorado & Southern 1st g. 4s, 1929	90	Jun 13	85½	May 13	86⅜	Aug 5	..	..
Con. & Passumpsic Riv. 1st g. 4s, 1943	..	....	..	....	102	Dec., 95	..	..
Del., Lack. & West. 7s, 1907	126½	Jun 15	126½	Jun 15	126¾	June 15	125	..
Syra., Bing. & N. Y. 7s, 1906	124½	Jun 7	124⅜	Jun 7	124⅜	June 7	..	..
Morris & Essex 1st 7s, 1914	144	Jan 26	142	May 4	142	June 17	..	..
Do., 7s, 1900	..	....	..	....	109	De 23, 97	..	..
Do., 7s, 1871-1901	111	Mar 14	108½	May 3	108½	June 28	..	..
Do., 1st con. gtd. 7s, 1915	145½	May 1	143	Jan 20	143¼	July 18	..	..
Do., registered	..	....	..	....	140	Oct 26,98	..	..
N. Y., Lack. & West 1st 6s, 1921	142½	May 18	138	Feb 9	138	July 17	138	..
Do., construction 5s, 1923	118½	Apr 5	117	Feb 8	118½	Apr 5	..	..
Do., term and improvement 4s, 1923	108½	Jun 20	108½	Jun 20	108½	June 20	108½	..
Warren 2d 7s, 1900	..	....	..	....	108	Aug 1,98	..	..
Del. & Hud. 1st Penn. Div. 7s, 1917	..	....	..	....	146	Sep 13,98	..	..
Do., do., registered	..	....	..	....	143	May 4,97	..	..
Alb. & Sus. 1st con. gtd. 7s, 1906	120½	Apr 21	120½	Apr 21	120½	Apr 21	..	124½
Do., registered	122	Jun 6	122	Jun 6	122	June 6	..	..
Do., g. 6s, 1906	117¾	Feb 21	115	May 2	116	June 9	116½	..
Do., do., registered	117½	Jan 26	114½	Apr 17	116¼	June 16	..	..
Ren. & Saratoga 1st 7s, 1921	153	Mar 20	150½	May 31	150½	May 31	150	..
Do., do., registered	..	....	..	....	141	May 6,98	..	..
Den. & Rio Grande 1st con. g. 4s, 1936	104	May 31	99¼	Aug 1	100	Aug 3	..	100½
Do., 1st g. 7s, 1900	109	Feb 20	105¼	May 4	105¼	May 25	..	..
Do., improvement g. 5s, 1928	108¾	May 25	102½	Jan 3	106	July 27	..	..
Do., 1st con. g. 4½s, 1936	112⅞	Jun 13	108¾	Jan 9	109½	Aug 1	..	..
Denver Con. Tramway 1st g. 5s, 1933	92	Jan 24	90	Jan 19	92	Jan 24	..	..
Des Moines Union 1st g. 5s, 1917	108	Apr 27	107¼	Apr 25	108	Apr 27	105	..
Detroit & Mackinac gold 4s, 1995	70	Jul 20	68	Jul 12	70	July 29	69	70
Det., Mack. & Mar. ld. gt. 3½s, Ser. A, 1911	24	Jan 17	17½	Mar 25	19⅝	Aug 5	19	21
Duluth & Iron Range 1st 5s, 1937	112	Aug 3	105	Jun 13	112	Aug 3	..	..
Duluth, Red Wing & So. 1st 5s, 1928	..	....	..	....	92¼	Fe 11, 98	..	..
Duluth, So. Shore & Atlantic g. 5s, 1937	116	Jun 14	111¾	Jan 16	114	July 14	112	116
Elgin, Jol. & East. 1st g. 5s, 1941	110⅝	Jul 31	104¾	Jan 3	110⅝	July 31	..	..
Erie 1st ext. g. 4s, 1947	121	Jul 27	115½	Feb 15	121	July 27	119	121
Do., 2d ext. g. 5s, 1919	121	May 25	121	May 25	121	May 25	122	..
Do., 3d ext. g. 4½s, 1923	116¾	Jul 27	116½	Jul 11	116¾	July 27	117	..
Do., 4th ext. g. 5s, 1920	123½	Mar 30	121	Jan 20	121	June 21	121¾	..
Do., 5th ext. g. 4s, 1928	106½	Apr 14	105	Apr 4	106½	Apr 14	107	..
Do., 1st con. g. 7s, 1920	145¾	Jan 26	143	Apr 3	144	Aug 3	..	146
Do.,

	Range for Year 1899. Highest.		Lowest.		Last Sale.		Bid.	As'd.
Kentucky Central g. 4s, 1978	98	Aug 3	91	Jan 10	98	Aug 3	98	99
Louis. Railway Co. 1st con. g.5s,1930	..	....	..	....	109	Mr 19,98	..	..
L. & N. L., C. & L.x. g. 4½s, 1931	..	....	..	....	103	Ja 18, 98	..	..
Louis. & Jef. Bridge gtd. g. 4s, 1945	98¼	Jul 19	97¾	Jul 25	97¾	July 28	96	98
Manhattan R'way con. g. 4s, 1990	112¾	Apr 3	95	Jan 3	110	Aug 5	109	110
Met. Elevated 1st g. 6s, 1908	121½	Jun 14	116	Jan 14	118½	July 19	..	..
Do., 2d 6s, 1899	102¾	Apr 1	100⅞	May 1	101⅛	July 21	..	..
Metro. St. Ry gen. col. tr. g. 5s, 1997	124	Jan 26	118⅝	Jan 4	120½	Aug 4	120½	121½
B'way & 7th Av. 1st con. g. 5s, 1943	125¼	Jan 30	121	Jun 19	123	June 20	..	123½
Col. & 9th Av. 1st gtd. g. 5s, 1993	127	Jan 14	123¾	Jan 3	126¼	July 20	126½	127½
Lex. Av. & Pav. F. 1st gtd.g.5s,1993	127⅛	Jul 31	124	Mar 2	127⅝	July 31	..	..
Mexican Central con. g. 4s, 1911	77	Jun 23	68¾	Jan 4	77	June 23	..	..
Do., 1st con. income g. 3s, 1939	25¼	Apr 27	16½	Apr 3	21	Aug 3	..	..
Do., 2d con. income g. 3s, 1939	14¾	Apr 27	9¾	Apr 18	12¼	Aug 3	12	13
Mexican Inter. 1st con. g. 4s, 1977	88¾	Feb 24	84½	Jan 6	87	Aug 5	86	..
Mexican National 1st g. 6s, 1927	..	....	..	....	90	Mar., 96	..	..
Do., 2d income g. 6s, A, 1927	..	....	..	....	15	Dec 7, 98	..	..
Do., 2d income g. 6s, B, 1927	14	Apr 5	14	Apr 5	14	Apr 5	..	..
Mexican Northern 1st g. 6s, 1910	..	....	..	....	100	Ja 30, 97	..	..
Minneapolis & St. Louis 1st g. 7s, 1927	150	Apr 20	145	Jan 6	150	Apr 20	..	..
Do., 1st con g. 5s, 1934	115½	Jun 27	110¼	Jan 18	115½	Aug 4	115½	..
Do., 1st and refunding g. 4s, 1949	99⅜	Aug 2	98	Jul 27	99¼	Aug 4	..	..
Do., Iowa ext. 1st g. 7s, 1909	125	Jan 27	121	Jul 12	121	July 12	..	..
Do., Southwest. ext. 1st g. 7s, 1910	127	Jan 27	127	Jan 27	127	Jan 27	..	..
Do., Pacific ext. 1st g. 6s, 1921	..	....	..	....	128	De 12, 98	..	..
Mil. El. Ry & Light 1st con. 5s, 1926	105½	Feb 16	103½	Feb 4	105½	Feb 16	..	..
Mo., K. & T. 1st g. 4s, 1990	96	May 25	91¾	Jan 3	93¼	Aug 5	93¼	93¾
Do., 2d g. 4s, 1990	71	Jan 6	65¼	May 9	66½	Aug 5	67¼	67¾
Do., 1st ext. g. 5s, 1944	91¼	Apr 27	82	Jan 19	88¾	Aug 5	88	90
Mo., K. & T. of T. 1st gtd. g. 5s,1942	91	Jul 14	86	Jan 19	91	Aug 4	90	91
Kansas City & Pac. 1st g. 4s, 1990	82	Jan 21	75¼	Jan 5	79	July 28	75	77
Dallas & Waco 1st gtd. g. 5s, 1940	95	Feb 27	85	Jan 21	95	Apr 27	..	..
Mo., Kan. & East. 1st gtd. g. 5s,1942	107½	Jul 13	101¼	Jan 3	107½	July 13	..	..
Missouri Pacific 1st con. g. 6s, 1920	121¾	Apr 28	108¾	Jan 9	118½	Aug 3	118¼	118¾
Do., 3d 7s, 1906	117	May 17	114	May 1	116	July 27	115	..
Do., trust g. 5s, 1917	100¼	Jul 14	91¼	Jan 3	100	Aug 5	99½	100
Do., 1st col. g. 5s, 1920	98½	Jul 26	88	Jan 3	97¼	Aug 4	96	97
Pacific R. of Mo. 1st ext. g. 4s, 1938	109	Jul 13	106	Feb 20	109	July 13	107	..
Do., 2d ext. g. 5s, 1938	115	Apr 20	111¼	Jan 17	111½	July 10	111¾	..
St. L. & Iron Mount. 1st ext.4½s,1947	106¾	May 20	105⅛	Feb 6	106	July 24	..	..
Do., 2d ext. g. 5s, 1946	107¼	Jan 16	105	May 20	106¾	July 19	..	..
Do., Arkansas Br. ext. g. 5s, 1935	106¾	Apr 6	105¾	Jan 16	106¾	Apr 6	..	..
Do., gen. con. ry & ld. grt.g.5s,1931	114¾	Jul 14	105	Jan 3	114	Aug 5	113¾	114
Do., gen con. stpd. gtd. g. 5s, 1931	111½	Jan 31	110	Jan 31	111½	July 5	..	..
Mobile & Ohio new g. 6s, 1927	130¼	May 9	125	Jan 9	127½	July 31	..	..
Do., 1st extension g. 6s, 1927	122	May 23	117	Feb 21	121¾	June 30	..	..
Do., gen. g. 4s, 1938	88	Feb 27	82½	Jan 4	87	Aug 3	..	..
Montgomery Div. 1st g. 5s, 1947	109¼	Jul 25	106	Jan 4	108	July 28	..	..
St. Louis & Cairo gtd. g. 4s, 1931	..	....	..	....	84	Apr., 96	..	..
Nash., Chat. & St. L. 1st 7s, 1913	132¾	Feb 14	131¼	Jul 8	131¼	July 8	129	..
Do., 2d 6s, 1901	..	....	..	....	105⅝	De 17, 97	..	..
Do., 1st con. g. 5s, 1928	108⅝	Mar 28	105¼	Apr 22	107½	July 31	107½	..
Do., 1st 6s, McM., M. W. & Al., 1917	..	....	..	....	108	Mar., 96	114	..
Jasper Branch 6s, 1923	115	Mar 22	115	Mar 22	115	Mar, 22	115	..
No. O. & N. East. prior lien 6s, 1915	..	....	..	....	108¼	Aug., 94	..	..
N. Y. Cent. & H. R. 1st 7s, 1903	117½	Jan 31	113	Jul 13	113	July 17	112	..
Do., do., registered	117⅞	Jan 30	112	Jun 27	112	June 27	112	..
Do., debenture 5s of 1884-1904	113¼	Jan 30	107½	Apr 28	109	July 25	109	..
Do., do., registered	113¼	Jan 26	113¼	Jan 26	113¼	Jan 26	109	..
Do., reg. debenture 5s of 1889-1904	..	....	..	....	108½	Fe 21, 98	109	..
Do., debenture g. 4s, 1890-1905	105	May 3	103¼	Jun 26	103¾	June 26	..	..
Do., do., registered	..	....	..	....	104¾	Feb 5, 98	..	..
Do., deb. certs., ext. g. 4s, 1905	107⅝	Feb 2	103	Aug 1	103	Aug 1	..	..
Do., registered	102¾	Aug 1	102¾	Aug 1	102¾	Aug 1	..	..
Do., gold 3½s, 1997	113¼	Jun 12	110¼	Jan 12	110¾	July 31	..	..
Do., do., registered	112½	Apr 14	111½	Feb 17	112½	Apr 14	..	..
Michigan Cent. col. trust g. 3½s,1998	102	Jan 28	98	Jan 6	100¼	Aug 5	100	100½
Do., do., registered	100	May 25	97¼	Mar 15	100	May 25	..	..
Lake Shore col. g. 3½s, 1998	103	May 25	99¼	Jan 4	100¼	Aug 4	100	100½
Do., registered	103	Jun 26	98	Jan 6	100	Aug 3	..	..
West Shore 1st g. 5s, gtd., 2361	117⅜	Jun 29	110¼	Jan 3	114	Aug 5	114½	115
Do., registered	115¼	Jun 15	109¾	Jan 4	114½	Aug 4	..	..
Beech Creek 1st gtd. g. 4s, 1936	..	....	..	....	108	No 5, 98	..	..
Do., registered	..	....	..	....	106	Jne 17,98	..	..
Clearf. Bit. Coal gtd. g.4s,Ser.A,1940	..	....	..	....	95	Jul 28,98	..	..
Do., do. registered	..	....	..	....	104	Jul 24,97	..	..
Harlem 1st 7s, 1900	108	Jan 12	103¾	Jun 14	104	July 11	..	..
Do., do., registered	106¼	Jan 27	103	May 10	104	June 27	..	..
N. Jersey Junc. R. gtd. 1st 4s, 1986	..	....	..	....	103	May 7,97	..	..
Rome, W. & O. con. 1st ext. 5s, 1922	132	Jan 18	128½	Apr 12	129	July 10	128½	..
Do., Ter. R. 1st gtd. 5s, 1918	..	....	..	....	109	Jan., 97	..	..
Oswego & Rome 2d gtd. g. 5s, 1915	113	Apr 13	113	Apr 13	113	Apr 13	..	..
Utica & B. Riv. gtd. g. 4s, 1922	..	....	..	....	107	Au 13, 98	110	..
Mohawk & Malone 1st gtd. g. 4s,1991	..	....	..	....	100	Mar., 96	..	..
New York & Northern 1st g. 5s, 1927	123	Jun 16	123	Jun 16	123	July 14	..	..
Lake Shore & Michigan Southern—								
Detroit, Mon. & Tol. 1st 7s, 1906	123	Jun 13	123	Jun 13	123	June 13	..	..
Lake Shore con. 1st 7s, 1900	107¼	May 4	103¾	Jul 8	103¾	Aug 4	103¾	..
Do., do., registered	106½	Feb 20	105¼	Jan 3	105¼	June 15	..	..
Do., con. 2d 7s, 1903	117¼	Mar 20	114¼	Jun 20	115	July 18	114½	..
Do., do., registered	116½	Jan, 5	114¾	Jun 3	114¾	June 15	..	..
Do., g. 3½s, 1997	112⅞	May 5	106	Jan 3	110¼	July 28	110	111
Do., do., registered	111	Apr 27	103	Jan 5	111	Apr 27	..	..
Cin. & Sp. 1st gtd., L. S. & M.7s,1901	..	....	..	....	108¾	Dec 1, 97	..	..
Mahoning Coal RR. 1st 5s, 1934	..	....	..	....	121	Oct 24,98	..	..
Michigan Central 1st con. 7s, 1902	112½	Apr 27	109	May 1	110¼	June 20	..	..
Do., 1st con. 5s, 1902	103	May 6	103	May 6	103	May 9	..	..
Do., 6s, 1909	..	....	..	....	122	Fe 25, 98	..	..
Do., 5s, 1931	..	....	..	....	121¼	Jne 21,98	..	..
Do., do., registered	..	....	..	....	125½	Ja 20, 98	..	..
Do., 4s, 1940	..	....	..	....	106	Fe 25, 98	..	..
N. Y., Chi. & St. Louis 1st g. 4s, 1937	108	Jan 26	105¾	Apr 3	107¾	July 31	107½	..
Do., do., registered	106½	Jul 19	104	Apr 19	106½	July 19	..	..
N.Y., N.H. & H. 1st registered 4s, 1903	..	....	..	....	104½	Oct 7, 97	..	..
Do., con. deb. certs., $1,000	191	Apr 21	173	Jan 6	187½	Aug 5	..	..
Do., do., small certs., $100	184	Apr 20	172	Jan 19	184	Apr 20	..	..
Housatonic con. g. 5s, 1937	..	....	..	....	126½	Au 26,98	..	..
New Haven & Derby con. 5s, 1948	..	....	..	....	125½	Feb 6, 97	..	..
N. Y. & New England 1st 7s, 1905	121½	Jun 20	117¾	Jul 6	117¾	July 6	117¾	..
Do., 1st 6s, 1905	115	May 11	113	Jul 29	113	July 29	113	..
N. Y., Ont. & Wn. con. 1st g. 5s, 1939	108¾	May 25	106	Jan 4	108¾	May 27	..	..
Do., refunding 1st g. 4s, 1992	106¾	Aug 5	103	Apr 12	106¾	Aug 5	106⅝	106¾
Do., do., registered	..	....	..	....	101½	No 30, 98	..	..
Nor. Pac. 1st g. 6s, 1921	120	Apr 11	114½	Jan 3	119½	Apr 12	..	..
Do., do., registered	112	Jul 20	112	Jul 20	112	July 20	..	..
St. Paul & Nor. Pac. gen. g. 6s, 1923	131¼	May 15	131¼	May 15	131¼	May 15	..	..
Do., do., registered certificates	132	Jul 28	132	Jul 28	132	July 28	..	..
Nor. Pac. Ry prior lien 4s, 1997	106¾	Jun 14	101⅜	Jan 5	103	Aug 5	102¾	103
Do., registered	104½	May 12	102	Jul 14	103⅜	Aug 1	..	..
Do., gen. lien g. 3s, 2047	70	Jan 21	68½	May 9	67¼	Aug 4	66¾	67¼
Do., do., registered	66¼	Jun 17	65½	May 16	66¾	June 17	..	..
Washington Central 1st g. 4s, 1948	96	May 5	90	Jan 27	95	May 11	..	..
Nor. Pac. Terminal Co. 1st g. 6s,1933	119	Apr 21	112	Jan 6	115½	July 27	..	..
Norfolk & Southern 1st g. 5s, 1941	107¾	Jun 22	107½	May 22	107¾	June 22	..	..
Norfolk & West. RR. gen. g. 6s, 1931	135	Jun 19	130	Feb 7	135	June 19	..	..
Do., New River 1st g. 6s, 1932	..	....	..	....	128	No 25,98	..	..
Do., improve. and ext. g. 6s, 1934	..	....	..	....	117½	Au 30, 98	..	..
Col., Con. & Ter. 1st gtd. g. 5s, 1922	..	....	..	....	101	Fe 23, 97	106	..
Scioto V. & N. E. 1st gtd. g. 5s, 1989	101	Apr 22	96¼	Jan 16	100¼	Aug 1	..	..
Nor. & West Ry 1st con. g. 4s, 1996	96	Mar 27	88¼	Jan 7	94½	Aug 5	94⅜	94½
Orden. & L. Cham. 1st con. 6s, 1920	..	....	..	....	94	Apr., 96	..	..
Do., do., small	..	....	..	....	82	Feb., 97	..	..
Ohio River Railroad 1st g. 5s, 1936	..	....	..	....	102¼	Ja 28, 98	..	..
Do. gen. g. 5s, 1937	..	....	..	....	85	De 17, 97	85	87
Omaha & St. Louis 1st g. 4s, 1001	85	Feb 7	65	May 24	80	Aug 4	..	..
Ore. R. & N. 1st sink. fund g. 6s, 1900	114	Apr 28	100	Feb 10	112	July 26	..	..
Ore. RR. & N. Co. con. g. 4s, 1946	105	May 31	100½	Jan 3	101½	Aug 4	101	101½
Oregon Short Line 1st g. 6s, 1923	133¼	Jul 13	128	Mar 1	129½	Aug 3	..	130
Utah & Northern 1st 7s, 1908	..	....	..	....	121	Jne 18,98	..	..
Do., g. 5s, 1926	..	....	..	....	102	My 24,97	..	..
Ore. Short Line 1st con. g. 5s, 1946	116	Jun 26	108	Jan 7	113	Aug 5	..	113
Do., non-cum. inc. A 5s, 1946	96½	Aug 3	85	Jan 7	98	Aug 4	96	96½
Do., non-cum. inc. B and col. trust	75	Aug 1	65½	Jan 4	75	Aug 3	74½	76
Pacific Coast Co. 1st g. 5s, 1946	108	Mar 16	103	Jul 26	103	July 29	103½	104
Panama sk. fd. sub. g. 6s, 1910	..	....	..	....	101½	Dec., 90	105	..
Penn. Co. gtd. 1st g. 4½s, 1921	118	May 22	114½	Feb 15	115¾	July 27	115½	..
Do., do., registered	115½	Mar 9	115⅞	Mar 9	116¼	Mar 9	..	..
Do., gtd. 3½s, tr. reg. cts., 1937	..	....	..	....	102	No 11, 98	..	..
P., C., C. & St. L. gtd.g.4½s,1940,Ser.A	118	Jul 14	114¼	Apr 13	118	July 14	118	..
Do., do., Series B, gtd., 1942	119	Jun 13	114	Apr 11	118½	June 30	118	..
Do., do., Series C, gtd., 1942	..	....	..	....	113	No 23,98	113	..
Do., do., Series D, gtd. 4s, 1945	..	....	..	....	107	De 30, 98	107	..
Pitts., C. & St. L. 1st 7s, 1900	107⅞	Jan 6	105½	Mar 15	105¾	Apr 13	..	..
Do., do., registered	..	....	..	....	109¼	Ap 23, 97	..	..
Pitts., Ft. W. & C. 1st 7s, 1912	141	Mar 29	138¾	Jan 6	141	Mar 29	..	..
Do., 2d 7s, 1912	140½	May 1	140½	May 1	140½	May 1	..	..
Do., 3d 7s, 1912	135	Jun 7	135	Jun 7	135	June 7	..	..
C., St. L. & P. 1st con. g. 5s, 1932	..	....	..	....	110½	Jul 8, 97	..	..
Cleve. & Pitts. con. sink. fd. 7s, 1900	108	Apr 19	108	Apr 19	108	Apr 19	..	..
Do., gen. gtd. g. 4½s, Series A, 1942	121	Jul 5	121	Jul 5	121	July 5	..	..
Gd. R. & I. ext. 1st gtd. g. 4½s, 1941	113¼	Jun 2	113¼	Jun 2	113¼	June 2	..	..
Allegh. Val. gen. g. 4s, 1942	..	....	..	....	102	No 10, 97	..	..
Penn. RR. Co. 1st real est. g. 4s, 1923	..	....	..	....	108	My 12,97	..	..
U. N. J. R. & Can. Co. gen. 4s, 1944	..	....	..	....	115½	Fe 24, 98	..	..
Peo., Dec. & Ev. 1st g. 6s, 1920, t. r.	101	Feb 20	99	Jan 19	99¼	June 29	..	..
Do., Evans. Div. 1st g. 6s, 1920	..	....	..	....	100	De 23, 97	..	..
Do., do., eng. Trust Co. certs.	97	Jan 28	93½	Apr 3	94½	July 29	..	..
Do., Trust Co. cts. for 2d g. 5s,1926	..	....	..	....	17	My 23,98	..	..
Do., do., 1st installment paid	..	....	..	....	20	De 20, 98	..	..
Peoria & Pekin Union 1st g. 6s, 1921	126	Apr 28	126	Apr 28	126	Apr 28	..	..
Do., 2d g. 4½s, 1921	100½	Jul 18	100	May 9	100¾	July 18	100	..
Pine Creek registered gtd. 6s, 1932	..	....	..	....	137	No 17, 97	..	..
Pitts., Clev. & Tol. 1st g. 6s, 1922	..	....	..	....	107½	Oct 26,98	..	..
Pitts. Junc. 1st g. 6s, 1922	..	....	..	....	121	No 26,98	..	..
Pitts. & L.E. 2d g. 5s, Ser. A & B,1928	..	....	..	....	114	Mar., 93	..	..
Pitts., McK. & Yough. 1st gtd. 6s, 1932	..	....	..	....	117	Mar., 89	..	..
Pitts., Painv. & Fairpt. 1st g. 5s, 1916	99	Jun 24	90	Jun 24	90	June 24	..	..
Pitts., Shen. & L. Erie 1st g. 5s, 1940	116	Jul 17	113	Jan 5	116	July 26	..	..
Do., 1st cons. g. 5s, 1943	..	....	..	....	98	Jul 14,97	..	..
Pitts. & West. 1st g. 4s, 1917	100	May 24	98	Jan 5	100	June 8	99½	100
Do., do., J. P. M. certificates	100⅛	Jun 26	98½	Jan 31	99½	Aug 5	99½	100
Reading Co. gen. g. 4s, 1997	91⅜	Jun 16	85¾	Jan 4	88	Aug 5	87¾	88
Do., do., registered	89¾	Jun 29	86¼	Jun 1	88½	July 11	..	..
Rio Grande Western 1st g. 4s, 1939	102¾	Jun 30	91	Jan 4	98	Aug 5	97	98
Utah Central gtd. g. 4s, 1917	88¾	May 11	87½	Apr 20	88	June 27	..	87¾
Rio Grande Junc. 1st gtd. g. 5s, 1939	104½	Jan 24	102½	Feb 3	104	May 2	..	..
Rio Grande South. 1st g. 5-4s, 1940	74½	Jun 20	72¼	Feb 17	74¼	June 20	72	74

	Range for Year 1899. Highest.		Lowest.		Last Sale.		Bid.	As'd.
St. Jo. & Gr. Isl. 1st g. 2-3-4s, 1947	84½	Aug 2	79¼	Jul 11	84½	Aug 2	83½	85
St. L. & S. F. 2d g. 6s, Class A,1906	114¾	Mar 2	112¾	May 9	114	July 17	..	..
Do., 2d g. 6s, Class B, 1906	115¼	Mar 25	112½	May 5	114	July 26	..	..
Do., 1st g. 6s, Pierce C. & O., 1919	115	Mar 24	112½	May 5	114	July 14	..	..
Do., gen. g. 6s, 1931	..	....	..	....	113¼	July, 96	..	..
Do., gen. g. 5s, 1931	126¾	Jun 27	122	Jan 3	124	Aug 5	..	..
Do., 1st trust g. 5s, 1987	112½	Jun 30	107	Jan 5	109	Aug 4	..	..
Ft. Smith & Van B. Bdg. 1st 6s, 1910	105½	Mar 27	100½	May 23	101	June 23	..	..
St. L. & San Fran. RR. g. 4s, 1996	..	....	..	....	105	Oct 4, 97	..	..
St. L. & S. F., S. W. Div. 5s, 1947	89	Jun 15	82	Jan 4	80½	Aug 1	..	..
St. Louis Southwest. 4s, cts., 1989	102	Mar 16	98	Jan 12	100	July 8	100	..
Do., 2d g. 4s, inc. bond cts., 1989	96½	Jul 8	84⅜	Jan 4	95⅝	Aug 5	95¼	95¾
St. Paul City Ry Cable con. g. 5s, 1937	66⅞	Aug 4	40¾	Jan 4	66⅞	Aug 5	66¼	66¾
St. Paul & Duluth 1st 5s, 1931	112	Aug 4	108	Mar 7	112	Aug 4	..	..
Do., 2d 5s, 1917	122½	Jan 19	120	Feb 8	120	Feb 8	109½	..
Do., 1st con. 4s, 1968	115	Jan 20	113	Feb 8	113¼	July 7	..	..
St. Paul, M. & M. 2d 6s, 1909	102	May 18	99⅜	Aug 2	99⅜	Aug 2	..	..
Do., Dakota exten. g. 6s, 1910	124¼	Feb 20	121	Apr 3	122	June 7	121	..
Do., 1st con. g. 6s, 1933	125½	Jan 24	122	Jul 21	122	July 21	122	..
Do., do., registered	146½	Jun 21	138¼	Mar 8	143½	Aug 2	142	..
Do., do., reduced to g. 4½s	137¾	Feb 23	137¾	Feb 23	137¾	Feb 23	..	..
Do., do., registered	119½	Jun 29	112¼	Jan 5	117	Aug 4	116	117½
Do., Montana exten. 1st g. 4s, 1937	108½	Apr 14	104½	Jan 25	106½	My 29,97	..	..
Do., do. registered	124½	Feb 20	121	Apr 3	106	July 31	106	..
Minneapolis Union 1st g. 6s, 1922	104	Jan 24	104	Jan 24	104	Jan 24	..	..
Montana Central 1st gtd. g. 6s, 1937	137½	Jun 23	134¼	Mar 18	122½	Jan 13,98	..	..
Do., do., registered	..	....	..	....	137½	Jun 23	134½	..
Do., 1st gtd. g. 5s, 1937	117½	Jun 28	113½	Jan 24	115	Ap 24, 97	..	..
Eastern Minn. Div. 1st g. 5s, 1908	113¾	Mar 2	110¼	Apr 17	117½	June 28	..	122
Wilmar & Sioux Falls 1st g. 5s, 1938	120	Apr 11	115	Apr 10	117½	July 10	111½	..
Do., do., registered	..	....	..	....	120	Apr 11	..	..
S. Fe, Pres. & Phenix 1st g. 5s, 1947	107¾	Aug 1	95	Mar 13	115	Ap 24, 98	..	..
San F. & N. P. 1st s. f. g. 5s, 1919	..	....	..	....	107¾	Aug 4	107½	108
Sav., Flor. & W. 1st con. g. 6s, 1934	125¼	Feb 15	125½	Feb 15	100	Oct 20,97	..	..
Do., 1st g. 5s, 1934	112	Mar 17	112	Mar 17	125¼	Feb 15	128	..
Seaboard & Roanoke 1st 5s, 1926	..	....	..	....	112	Mar 17	..	..
Seat., L. S. & E. 1st g. 6s, 1931,ass.pd.	..	....	..	....	104¾	Feb 5, 97	..	..
Southern Pacific Co.—					80	Ja 25, 98	..	..
Gal., Harris. & S. A. 1st g. 6s, 1910	114	Apr 28	113¼	Jun 6	113¼	June 6	110	..
Do., 2d g. 7s, 1905	110½	Feb 3	110	Feb 27	110	Feb 27	..	..
Do., Mex. & Pac. Div. 1st g.5s,1931	105	Apr 28	100½	Jan 6	103¼	Aug 4	101½	..
Hous. & Tex. C. 1st, W. & N., 7s,1903	..	....	..	....	102	Nov., 94	..	..
Do., 1st g. 5s, interest gtd., 1937	113½	Jun 26	107	Feb 21	111	Aug 3	..	..
Do., con. g. 6s, interest gtd., 1912	112	Mar 17	111	May 31	111	May 31	..	..
Do., gen. g. 4s, interest gtd., 1921	90	Feb 16	87½	Apr 27	88¾	Aug 4	88	..
Morgan's La. & Texas 1st g. 6s, 1920	..	....	..	....	114	No 17, 97	..	..
Do., 1st 7s, 1918	139	Jan 20	138	Jul 6	138	July 13	..	..
Ore. & Cal. 1st gtd. g. 5s, 1927	105	Mar 18	97	Jan 3	105	Mar 23	..	..
San An. & Ar. P. 1st gtd. g. 4s, 1943	88	Feb 28	77½	Jan 6	80	Aug 4	80	80½
Texas & New Orleans 1st 7s, 1905	..	....	..	....	116	De 14, 98	..	..
Do., Sabine Div. 1st g. 6s, 1912	..	....	..	....	106¼	No 17, 97	..	..
Do., con. g. 5s, 1943	106½	Jun 17	102	Jan 3	103¾	Aug 5	102½	..
So. Pac. of Arl. gtd. 1st g. 6s, 1909-10	115	Jun 20	109¼	Jan 3	112	Aug 5	..	..
So. Pac. of Cal. 1st g. 6s, 1905-12	122	Apr 20	122	Apr 20	122	Apr 20	110¾	..
Do., do., 1st con. gtd. g. 5s, 1937	..	....	..	....	102½	No 11, 98	..	..
Do., do., 1st con. gtd.5s,1905-37,stpd	109¼	Apr 21	106	Jan	108¾	Aug 1	108¾	..
Austin & Northw. 1st gtd. g. 5s, 1941	101	Apr 5	90	Jan 3	97¾	July 26	..	..
So. Pac. of N. M. 1st g. 6s, 1911	..	....	..	....	113¾	No 22, 98	..	..
Gila Val., Globe & N. 1st gtd.g.5s,1924	105¼	Jul 21	104¾	Jun 30	105¼	Aug 2	105	105½
Southern Rway 1st con. g. 5s, 1994	112½	Jun 20	103¼	Jan 3	109	Aug 5	109¼	109½
Do., do., registered	..	....	..	....	98	Oct 31,98	..	..
Memphis Div. 1st gtd. 4-4½-5s, 1996	110½	Jun 13	107½	Jan 4	110¼	June 13	..	..
East Tenn. reor. lien g. 4-5s, 1938	110	Jul 8	106	Mar 3	110	July 29	..	..
Alabama Cent. R. 1st g. 6s, 1918	..	....	..	....	112¼	Au 17,97	..	..
Colum. & Greenville 1st g. 5-6s, 1916	118¾	Jun 8	117	Mar 18	118¾	June 8	..	..
East Tenn., Va. & Ga. 1st 7s, 1900	105⅞	Jun 12	104¼	Feb 1	105½	June 12	98⅝	..
Do., divisional g. 5s, 1930	118½	Jun 28	114½	Jan 14	116	Aug 3	..	..
Do., con. 1st g. 5s, 1956	120	Jul 14	115	Jan 6	119¾	Aug 3	..	..
Georgia Pac. Ry 1st g. 5-6s, 1922	124½	Feb 2	119¾	Jul 28	119¾	Aug 3	..	..
Knoxville & Ohio 1st g. 6s, 1925	125	May 10	119	Jan 9	124½	May 19	122	124⅜
Richmond & Danville con. g. 6s, 1915	126⅞	Jun 24	123	Jan 31

THE WEEK'S TRANSACTIONS.

On the Stock Exchange for the week ended Saturday, Aug. 5, total transactions included 2,664,358 shares of stock, $10,737,000 bonds, with $68,400 Government and $1,000 State bonds.

In detail the week's dealings, compared with those of the corresponding week last year, are:

STOCKS.

	Aug. 6, '98.	Aug. 5, '99.	Increase.
R. R. & M.	1,764,780	2,664,358	899,578
Banks	17	.....	*17
Mining	1,308	300	*1,000

*Decrease.

BONDS.

	Aug. 6, '98.	Aug. 5, '99.	Decrease.
R. R. & M.	$24,381,800	$10,737,000	$13,644,800
State	3,000	1,000	2,000
Government	1,860,700	68,400	1,792,300

THE WEEK'S CHANGES.

Following is a list of the stocks in which there were last week net changes of 1 per cent. or more:

Stocks Advanced.

Am. Car & Foundry	1¼	Federal Steel	1
Am. Car & F. pf.	4	Federal Steel pf.	1⅞
Am. Smelt. & Ref.	2	Kan. C., P. & G.	6¼
Am. Smelt. & R. pf.	1	Met. W. S. El., Chi., pf.	1½
Am. Steel Hoop	2	Minn. & St. Louis	1⅜
Am. Steel Hoop pf.	1⅞	Minn. & St. L. 2d pf.	3
Am. Linseed	1	National Lead pf.	1¼
Am. Express	2½	National Steel	2¼
Am. Tobacco	10¼	National Steel pf.	1⅜
Am. Tin Plate	2⅜	N. Y., N. H. & H.	2½
Am. Tin Plate pf.	2½	Pitts., C., C. & St. L.	6
Brunswick City	1¼	Pitts., C., C. & St. L.	3
Central Pac. as. pd.	1½	Pitts., C., C. & St. L. pf.	1
Chi. & E. Ill. pf.	2⅜	Pressed S. Car	2½
Chi. Gt. W. pf., A.	1⅜	St. L. Southwest	1
Chi. Gt. W. pf., B.	4⅜	St. Paul & Omaha	5½
Chi. Gt. West. deb.	5¼	Stand. Rope & T.	1¼
Col. Fuel & Iron	3½	Tenn. Coal & Iron	9⅛
Col. & South. 1st pf.	2	U. S. Express	3
Col. & Hock. Coal	1	Un. Bag & Paper	1
Cont. Tobacco	4	Un. Bag & Paper pf.	1
Cont. Tobacco pf.	7½	Wisconsin Central	1⅜
Consolidated Ice	1¾	Wis. Central pf.	1⅜
Del., Lack. & West.	5		

Stocks Declined.

Am. Linseed pf.	1½	Louis. & Nash.	1
American Coal	5	Manhattan	1
Brooklyn R. T.	1½	Met. Street Ry.	3½
Chi., Con. Tract.	1½	M., St. P. & S. S. M.	1¾
C., B. & Q.	2	M., St. P. & S. S. M. pf.	2
C., Ind. & L. pf.	2	M. K. & T. pf.	1¼
C. M. & St. P.	2	Mobile & Ohio	1
Chicago & N. W.	2	N. Y. Air Brake	1
C., R. I. & P.	2	N. Y. Central	1⅛
C. Term. Trans.	1	Pacific Mail	1½
C. Term. Trans. pf.	2	Pullman Car	1¼
C., C., C. & St. L.	1¼	Reading 1st pf.	1
Consol. Ice pf.	2½	Reading 2d pf.	1⅛
Consol. Gas	4¼	St. P. & Duluth	2
Denver & R. G.	1½	Southern Ry. pf.	1⅝
Glucose Sug. Ref.	3¾	Twin City R. T.	3⅝
Gt. Northern pf.	1		

Net changes in bond quotations for the week of 1 per cent. or more were:

Bonds Advanced.

Brook. R. T. 5s	1⅝	Ore. Sh. Line inc. B	1
De Bard. C. & I. 6s	1½	People's Gas 1st con. 6s	1½
Ft. W. & D. C. 1st	3	Peoria & East. 1st	1
Ft. W. & R. G. 1st	1	St. J. & G. I. 1st	1½
General Electric deb.	1	Stand. R. & T. 6s	1
Kan. C., P. & G. 1st	8⅝	Stand. R. & T. inc.	3
Mo. Pac. col. tr. 5s	1½	Tol., Peo. & W. 1st	1
N. Y., Ont. & W. ref. 4s	1⅝	Wis. Cent. 1st, t. r.	1⅝
Ore. Sh. Line inc. A	1		

Bonds Declined.

Chi. & Erie 1st	1	N. Y., S. & W. gen.	1
Int. & G. N. 2d	2	Peo & East. inc.	1
Mo., K. & T. 2d	2⅝		

CALENDAR FOR THE WEEK.

Tuesday, Aug. 8.

Cincinnati, Hamilton and Dayton Railroad —Dividend payable on the new preferred.

Thursday, Aug. 10.

Bank of the Manhattan Company—Dividend payable.

Louisville and Nashville Railroad—Dividend payable.

Northern Pacific Railway—Books close for dividend on preferred.

Omaha Water Company—Dividend payable on first and second preferred.

Pennsylvania Natural Gas Company—Books close.

Standard Consolidated Mining Company—Books close.

Friday, Aug. 11.

Twin City Rapid Transit Company—Books close for dividend on common.

FOREIGN TRADE FIGURES.

Following are the returns of foreign commerce at the Port of New York for the week ended Friday last, as compared with the corresponding week last year. In the case of the exports of general merchandise the returns are for the week ended Tuesday:

Imports of Dry Goods and General Merchandise.

Week ended Aug. 4, 1899	$7,868,210
Week ended Aug. 5, 1898	8,186,376
From Jan. 1, 1899	308,977,339
From Jan. 1, 1898	262,455,274

Exports of General Merchandise.

Week ended Aug. 4, 1899	$9,468,669
Week ended Aug. 5, 1898	8,068,305
From Jan. 1, 1899	269,739,256
From Jan. 1, 1898	287,651,061

Imports of Gold.

Week ended Aug. 4, 1899	$571,603
Week ended Aug. 5, 1898	329,979
From Jan. 1, 1899	8,668,734
From Jan. 1, 1898	69,531,686

Exports of Gold.

Week ended Aug. 4, 1899	$10,000
From Jan. 1, 1899	25,793,312
From Jan. 1, 1898	4,662,067

Net Exports of Gold.

From Jan. 1, 1899	$17,124,578

Net Imports of Gold.

Week ended Aug. 4, 1899	$561,603
Week ended Aug. 5, 1898	329,979
From Jan. 1, 1898	64,669,589

Imports of Silver.

Week ended Aug. 4, 1899	$45,727
Week ended Aug. 5, 1898	60,083
From Jan. 1, 1899	2,290,230
From Jan. 1, 1898	1,487,192

Exports of Silver.

Week ended Aug. 4, 1899	$551,490
Week ended Aug. 5, 1898	941,512
From Jan. 1, 1899	28,504,887
From Jan. 1, 1898	26,583,817

Net Exports of Silver.

Week ended Aug. 4, 1899	505,763
Week ended Aug. 5, 1898	881,429
From Jan. 1, 1899	26,304,657
From Jan. 1, 1898	25,096,625

Total Imports of Specie.

Week ended Aug. 4, 1899	$617,330
Week ended Aug. 5, 1898	390,062
From Jan. 1, 1899	10,978,964
From Jan. 1, 1898	70,818,878

Total Exports of Specie.

Week ended Aug. 4, 1899	$561,490
Week ended Aug. 5, 1898	5,603,609
From Jan. 1, 1899	54,380,199
From Jan. 1, 1898	31,245,914

Total Net Exports of Specie.

Week ended Aug. 5, 1898	$5,213,547
From Jan. 1, 1899	43,409,235

Total Net Imports of Specie.

Week ended Aug. 4, 1899	$55,840
From Jan. 1, 1898	39,572,964

OUTSIDE SECURITIES.

Following are the latest quotations for securities not listed or inactive on the Stock Exchange. These quotations are compiled from reports made to The New York Times by many of the most active and reputable commission brokers. Information is solicited from all persons interested. Address FINANCIAL EDITOR, THE NEW YORK TIMES.

Street Railways.

	Bid.	Asked.
Atlantic Avenue con. m. 5s	112	115
Atlantic Avenue gen. m. 5s	107	..
Atlantic Avenue imp. 5s	96	100
Bleecker St. & F. Ferry stock	38	41
Bleecker St. & F. Fy 1st 7s	102	104
Broadway & Seventh Avenue	230	240
Broadway & Seventh Av. 1st	105	110
Broadway & Seventh Av. 2d	115	118
Broadway Surface 1st 5s	115	120
Broadway Surface 2d	105	106
Brooklyn, Bath & W. E. 5s	101	..
Brooklyn City R. R. 1st m. 5s	117	..
Brooklyn City Railroad	249	251
Brooklyn City & New. 1st	116	120
Brooklyn El. bonds	103	103½
Buffalo Crosstown 5s	112	113
Buffalo Street Railway stock	100	103
Buffalo Street Ry. 1st consols	116	..
Central Crosstown	250	270
Central Crosstown 1st 6s	125	..
Central Park, N. & E. River	190	118
Central Park, N. & E. R. 7s	111	175
Christopher & Tenth Street	170	107
Cleveland Electric con. 5s	105	320
Coney Island & Brook. stock	300	106
Coney Island & Brook. 1st 5s	103	67
Consolidated Traction of N. J.	65	114
Con. Traction of N. J. 5s	111	101
Columbus (Ohio) stock	97	115
Columbus (Ohio) 5s	111	104
Columbus Crosstown 1st 5s	103	
D. D., E. B. & B. stock	150	165
D. D., E. B. & B. 5s	118	125
D. D., E. B. & B. 5 p. c. scrip	102	105
Eighth Avenue Railroad	335	..
Eighth Avenue 6 per cent. scrip	108	..
42d St. & Grand St.	400	420
42d St., Man. & St. Nich. Av.	84	88
42d St., Man. & St. N. Av. 1st	117	119
42d St., Man. & St. N. Av. 2d	89	92
Kings County El. 4s, (new)	93½	94
Nassau Elec. 1st 5s, (Bklyn)	115	..
Nassau Electric 4s	96	97
New Orleans Tr. com., (new)	21	22
New Orleans Tr. pf., (new)	97	99
Ninth Avenue	170	180
North Jersey Street Railway	38	38¾
North Jersey Street Ry. 4s	94	95
North Shore Traction, com.	15	16
North Shore Traction pf.	85	87
Orange & Passaic Val. bonds	103½	104½
Rochester Railway	20	24
Rochester Railway con. 5s	107	110
Sixth Avenue stock	203	220
Second Avenue 1st m. 5s	109	110
Second Avenue consol. 5s	115	120
South Ferry 1st 5s	110	113
Steinway R R. Co. 6 p. c. 1st	115	116
Twenty-third Street	390	405
Twenty-third Street deb. 5s	106	108
Union Railway	190	200
Union Railway 1st 5s	113	116
United Traction, Providence	103	108
United Trac., Prov., bonds	115	116
Worcester Traction common	33	35
Worcester Traction pf.	105½	107

Ferry Companies.

	Bid.	Asked.
Hoboken Ferry, new	53½	55
Hoboken Ferry con. 5s	95	95½
Metropolitan Ferry 5s	110	112
N. Y. & Brooklyn Ferry	34	36
N. Y. & Brooklyn Ferry 5s	95	96½
Union Ferry	46	47½
Union Ferry bonds	101	102

Trust Companies, &c.

	Bid.	Asked.
American Surety	215	225
Atlantic	200	225
Bond & Mort. Guar. Co.	295	310
Brooklyn	415	..
Central	1990	2010
City	375	385
Colonial	415	..
Continental	310	..
Farmers' Loan & Trust	1425	1450
Fifth Avenue	395	..
Franklin	310	..
German-American	35	..
Guaranty	600	..
Hamilton	265	..
International Banking & Trust	155	165
Kings County	345	..
Knickerbocker	360	..
Lawyers' Surety	102	108
Lawyers' Title Insurance	145	155
Long Island Loan & Trust	250	260
Manhattan	235	..
Manufacturers', Brooklyn	300	..
Mercantile	850	..
Metropolitan	390	..
Nassau	175	..
N. Y. Security & Trust	600	..
N. Y. Life Ins. & Trust	1450	..
People's	305	320
Produce Exchange, (new stock)	200	205
Real Estate Trust Co	300	..
Standard	225	..
State	400	..
Title Guarantee & Trust	395	405
Trust Company of America	294	298
Union	1400	..
U. S. Mortgage & Trust	510	..
United States	1600	..
Washington	300	..
Williamsburg	220	230

Insurance Companies.

	Bid.	Asked
Citizens'	115	120
Commonwealth	100	106
Continental	512	..
Eagle	245	250
Empire City	90	100
Farragut	110	..
German-American	515	..
Germania	275	..
Greenwich	165	170
Hamilton	105	110
Hanover	175	185
Home	210	230
Kings County	180	..
Nassau, Brooklyn	155	..
New York	100	110
Niagara	180	..
North River	140	..
Pacific	150	160
Peter Cooper	115	125
Phenix, Brooklyn	195	205
Rutgers	..	100
Stuyvesant	70	80
United States	117	123
Westchester	300	..
Williamsburg City	430	..

Banks.

	Bid.	Asked.
America	445	..
American Exchange	135	..
Astor National	400	..
Bowery	295	305
Broadway	244	..
Butchers & Drovers'	85	..
Central	180	190
Chase	400	..
Chatham	305	318
Chemical	4100	..
Citizens'	147	..
City	1975	2050
Colonial	240	..
Columbia	160	..
Commerce	265	275
Continental	130	140
Corn Exchange	360	380
East River	135	..
Eleventh Ward	165	..
Fifth Avenue	2750	3100
Fifth National	225	..
First National	3250	..
Fourth National	190	..
Fourteenth Street	145	165
Gal'atin	375	..
Gansevoort	..	85
Garfield	1500	..
German-American	115	..
Germania	380	..
German Exchange	240	260
Greenwich	165	..
Hamilton	125	..
Hanover	725	..
Hide & Leather	117	..
Home	100	..
Importers & Traders'	535	..
Irving	165	..
Leather Manufacturers'	210	..
Liberty	225	..
Lincoln	750	..
Manhattan	250	..
Market & Fulton	225	..
Mechanics'	200	215
Mechanics & Traders'	..	101
Mercantile	195	..
Merchants'	175	..
Merchants' Exchange	120	..
Metropolis	415	..
Mount Morris	240	..
Mutual	140	..
Nassau	152½	..
National Union	330	..
New Amsterdam	405	..
New York	245	..
New York County	1500	..
New York National Exchange	116	..
Nineteenth Ward	100	..
Ninth National	90	95
North America	180	..
Oriental	200	..
Pacific	370	..
Park	510	..
People's	200	..
Phenix	107	114
Plaza	450	..
Produce Exchange	130	..
Republic	190	..
Riverside	190	..
Seaboard	230	..
Second National	550	..
Seventh National	160	..
Shoe & Leather	103	108
State of New York	125	135
Twelfth Ward	130	..
Union Square	210	230
Western	325	..
West Side	300	..
Yorkville	210	..

Industrial and Miscellaneous.

	Bid.	Asked.
Acker, Merrall & Condit 6s	100½	102
Amalgamated Copper	97	97½
American Air Power	70	75
American Bank Note Co.	49	52
American Grocery 1st pf.	..	7
American Press Association	100	107
American Soda Fountain	5	10
American Soda Fountain 1st pf.	45	50
American Soda Fountain 2d pf.	10	15
American Typefounders'	49	51
American Graphophone	125	130
American Graphophone pf.	130	140
Anderson Tobacco	10	12
Barney & Smith Car	22	25
Barney & Smith pf.	80	85
Barney & Smith Car 6s	106	107
Beet Sugar	30	31
Beet Sugar pf.	81	82
Bliss, E. W.	132	140
Bliss, E. W., pf.	125	130
British Columbia Copper	9½	9¾
Carter-Crume pf.	60	80
Celluloid Company	88	92
Central & South American Tel.	113	114
Central Fireworks	14	18
Central Fireworks pf.	57½	60
Chesebrough Mfg.	340	345
Ches. & Potomac Tel. stock	75	80
Chicago & Alton subs.	112¾	113½
Chicago & Alton 3s, (new,) w. i.	95⅞	96¼
Consolidated Car Heating	48	55
Consolidated Fireworks com.	8	15
Consolidated Fireworks pf.	60	70
Cramps' Ship and Eng. Bldg.	81	85
Distilling Company of America	18	20
Distilling Co. of America pf.	..	56
Eastman Kodak Co.	100	110
Electric Boat	13	16
Electric Boat pf.	..	45
Electric Vehicle	98	100
Electric Vehicle pf.	115	125
*Electro-Pneumatic, ass't paid.	2	2¼
Empire & Bay State Tel.	76	..
Erie & Western Trans.	85	95
Flemington Coal & Coke	24¼	25
General Carriage	34¾	37½
General Chemical	50	..
General Chemical pf.	98	101
General Electric Automobile	10	15
Gorham Mfg. Co. pf.	116	120
Havana Commercial	26	27
Havana Commercial pf.	69	70
Hecker-Jones-Jewell Milling	15	20
Hecker-Jones-Jewell Milling pf.	45	54
Hecker-Jones-Jewell M. bonds	96	..
Hoboken Land & Imp.	110	..
Hoboken Land & Imp. 5s	105	..
Hudson River Telephone	106	110
Illinois Transportation	5¼	5⅝
International Power	..	77
International Pump	26	27
International Pump pf.	72	73
J. B. Stetson com.	75	..
J. B. Stetson pf.	115	..
Journeay & Burnham com.	5	..
Journeay & Burnham pf.	25	..
Lanston Monotype	90	95
Lorillard pf.	115½	117½
Madison Square Garden stock	..	5
Madison Square Garden 2d 6s	25	35
Markeen Copper	9⅝	10¼
Mergenthaler Linotype	195	205
Mexican 5s	100¼	100⅝
Michigan Pen. Car bonds	106¼	107½
Mosler Safe Co. pf.	..	100

Industrial and Miscellaneous—Continued.

	Bid.	Asked.
National Graphophone ex div.	85¾	86½
National Salt	42½	..
National Salt pf., ex div.	75	77
National Wall Paper deb. stock	70	80
New England Transportation	10	10½
N. Y. Biscuit bonds, 6s	110½	114
N. Y. Transportation	24	24½
N. Y. & N. J. Telephone	180	190
Nicaragua Construction, new	..	10
Old Dominion Steamship	90	..
Otis Elevator	33	34
Otis Elevator pf.	93	..
Penn. Salt Mfg.	100	..
Phil. & Wil. Steamboat	132	140
Pittsburg, Bessemer & L. E.	21	22
Pratt & Whitney com.	4½	8
Pratt & Whitney pf.	40	50
Procter & Gamble	370	380
Procter & Gamble pf.	190	200
Republic Iron & Steel	23¼	23½
Republic Iron & Steel pf.	71½	72
R. I. Perkins Horseshoe pf.	25	..
Royal Baking Powder	98½	99
Rubber Goods	30½	31
Rubber Goods pf.	87	87½
Safety Car Heating & Light	145	155
St. Louis subs.	132¼	132¾
St. Louis com., when issued	24¼	25
St. Louis pf., when issued	86¾	..
St. Louis 4s, when issued	94	94¾
Simmons Hardware com.	140	145
Simmons Hardware pf.	125	130
Singer Mfg. Co.	520	550
Standard Coupler	..	39
Standard Oil	460	463
Susquehanna Coal 6s	120	..
Swift & Co.	101¼	102
Swift & Co. 1st 6s	108	110
Tennessee Copper	19	19½
Texas & Pacific Coal	62	66
Texas & Pacific Coal 1st	110	..
Trenton Potteries com.	7	13
Trenton Potteries pf.	..	55
Trow Directory	55	65
*Union Copper	30	40
Union Steel & Chain	29	30
Union Steel & Chain pf.	69	70
UnionTypewriter com.	23½	24½
Union Typewriter 1st pf.	114	116
Union Typewriter 2d pf.	118	122
United Shoe Machinery com.	35	37
United Shoe Machinery pf.	25	27½
United States Envelope 1st 6s	111	112½
United States Glass	33	35
United States Glass pf.	80	85
Union Typewriter 1st pf.	114	116½
U. S. Pneumatic Horse Collar	⅝	¾
Westinghouse Air Brake	440	450
Worthington Pump pf.	108	110

*Selling dollars per share. Par value $10.

Gas Companies.

	Bid.	Asked.
Baltimore Consolidated	67¾	68¾
Baltimore 1st 5s	111	113
Bay State	2	2½
Buffalo (N. Y.) 1st, with int.	82	84
Buffalo (N. Y.) stock	8	9½
Central Union Gas bonds	106½	107½
Chicago Consumers' 1st 5s	108	109
Chi. Eq. Gas L. & F. 1st 5s	103½	106
Chi. P. Gas & C. 1st 6s	108	..
Chi. P. Gas & C. 2d 6s	106	108
Chi. P. Gas & C. con 6s	118	126
Chicago P. Gas refunding 5s	104½	106½
City Gas (Norfolk, Va.)	45	50
City Gas, (Norfolk, Va.) 1st 6s	101	..
Consolidated Gas of Newark	58	60
Consol. Gas of Newark bonds	105	106
Consolidated Gas of N. J.	21	24
Consolidated Gas (N. J.) bonds	87	90
Consumers' Gas (Jersey City)	92	96
Con. Gas (Jersey City) bonds	108	110
Essex & Hudson Gas	43	45
Fort Wayne (Ir.d.) stock	..	65
Fort Wayne (Ind.) 1st 6s	76	79
Grand Rap'ds stock	103	105
Grand Rapids bonds	103	105
Ind. Nat. & Ill.	48	52
Ind. Nat. & Ill. 1st 6s	67	70
Indianapolis stock	107	115
Indianapolis 1st 6s	105	107
Lafayette (Ind.) stock	..	65
Lafayette 1st 6s	77	82
Logansport & Wab. Val. stock	48	52
Logansport & Wab. Val. 1st 6s	67	70
Madison (Wis.) Gas	78	82
Madison (Wis.) 1st 6s	107	111
Mutual of New York	260	310
New Amsterdam	32¾	33½
New Amsterdam pf.	57½	59½
New Amsterdam 1st 5s	100¾	101½
New England Gas & Coke	25	28
New England G. & C. bonds	79½	80½
N. Y. & E. R. Gas Co. 1st	110	115
N. Y. & E. R. Gas Co. con.	109	112
N. Y. Suburban Gas Co. bonds	102½	103½
North Hudson L., H. & P. Co.	55	56
N. Hudson L., H. & P. Co. bds.	107	100
Ohio & Indiana stock	48	52
Ohio & Indiana bonds	67	70
St. Joseph (Mo.)	40	45
St. Joseph (Mo.) 5s	93	95
St. Paul Gas stock	52	54
St. Paul Gas bonds	88	91
Standard Gas, New York	112	..
Standard Gas, New York, pf.	135	138
Standard Gas, New York 1st	116	118
Syracuse Gas stock	5	13
Syracuse Gas 5s	..	82
Western Gas Co., Milwaukee	100	102
West. Gas Co. bonds, Milw'kee	108	110
Williamsburg 1st 6s	101	103

Guaranteed Stocks.

	Bid.	Asked.
Atlanta & Charlotte	127	..
Bald Eagle Valley	200	..
Boston & Providence	300	..
Cayuga & Susquehanna	200	..
Columbus & Xenia	215	218
Delaware & Pound Brook	175	185
Detroit, Hillsdale & S. W.	102	..
Erie & Pittsburg	155	165
Fort Wayne & Jackson pf.	138	..
Gold & Stock Tel. Co.	120	..
Grand River Valley	113	..
Inter-Ocean Tel. Co.	120	..
Kansas City, St. L. & C. pf.	150	..
Kal., Allegan & G. Rapids	145	..
Louisiana & Mo. R. pf.	175	..
Naugatuck	252	265
New York & Harlem	380	..
N. Y., Lackawanna & Western	133	135
Northwest Tel. Co.	115	..
Norwich & Worcester pf.	208	..
Old Colony	205	..
Oswego & Syracuse	209	..
Pacific & Atlantic Tel.	70	..
Peoria & Bureau Valley	182	..
Pitts., McK. & Yough.	140	..
Providence & Worcester	273	..
Rome & Clinton	125	..
Troy & Greenbush	140	..
Utica & Black River	175	..
Utica, Chen. & Sus. Valley	150	154
United N. J. R. R. & C. Co.	274	..
Valley of New York	112	..

Outside Securities.

Continued from Page 1.

forecast for the early Fall much greater activity in the curb market and an accompanying general betterment of prices. The course of the market during the past week has served to confirm these predictions and to indicate that after the close of the present month, when the future of the money market will be less in doubt, activity and general market strength will be resumed.

Much of the activity of the early part of the week was due to the very large transactions in the subscriptions and securities of the United Railways Company of St. Louis. The sharp advances that occurred in all these issues, and the large amount of the stocks and subscriptions that changed hands did much to enliven the whole market and to increase the strength of the upward movement that showed early in the week. The manner in which these stocks were bought showed further that the recent heavy declines in so many recent issues of stock have not caused any grave anxiety as to the future of securities if they are issued on anything like a conservative basis. In connection with these very issues a good deal was said during the past week of overcapitalization, but in the premiums so soon commanded by the St. Louis subscriptions was an indication that the public, appreciating the probable future of such a consolidation of street railway companies as has been made in St. Louis, deemed the capitalization of the consolidated companies at least fairly conservative.

Closing bids for the St. Louis securities were many points above the final bids of the previous week, and were nearly up to the highest figures reached during the week. The subscriptions sold up to 133½ and closed at 132¼ bid, a net gain of 7¼ points for the week. The common stock, which reached 25, closed at 24¼ bid, a net advance of 3¼ points, and the preferred stock advanced to 86¼, which was the final bid for the stock, which gained 12¾ points net. The 4 per cent. bonds gained 1½ points, closing at 94 bid. At these figures the value of the securities is very much above that of the subscriptions, and in consequence there was considerable buying of the subscriptions by persons who immediately sold the securities against their purchases of the subscriptions. Transactions of this kind came somewhat suddenly to an end in the middle of the week, and many reports were heard to the effect that the original underwriting agreement contained certain provisions that made such selling of the securities somewhat precarious. One of the rumors was that the banking house under whose auspices the syndicate was formed has what amounts to an option running till April 1 next on the securities that have been allotted to the subscribers to the purchasing syndicate. Nothing definite was learned to show that this report was a proper statement of the facts in the case, but that there are certain provisions of the original agreement that have not been given to any but the original subscribers seems certain. The original subscribers remain reticent about the matter, and for the time being their silence seems to have put a stop to the selling of the securities against purchases of the subscriptions.

Most prominent among the industrial stocks was Republic Iron and Steel, both issues of which were very active and strong. Most of the buying was said to be for the account of persons closely connected with the company and in a position to know its exact condition. It was understood that the purchases of the Republic Iron and Steel stocks were due to the very satisfactory earnings of the company and in anticipation of the declaration of the first quarterly dividend on the preferred stock.

To large earnings were attributable also the advances in the International Pump stocks, each of which gained 3 points or more. The common stock reached 27 and closed at 26 bid, against 23 on the previous Saturday, and the preferred stock, which sold up to 74¼, closed at 72 bid, with a net gain of 5 points for the week. National Salt gained about 3 points in both the common and the preferred stock, and rubber goods, though not very active, advanced fractionally.

Union Ferry stock enjoyed a sharp advance during the past week, closing on Saturday at 46 bid, a net gain of 4 points for the week. The advance was made on the report that at the next dividend period besides the regular quarterly dividend of one-half of 1 per cent., an extra dividend of 1 per cent. will be declared, bringing the total dividends for the year up to 3 per cent. The report was seemingly well founded, and the extra dividend is confidently expected, and it is supposed that the increase in the dividends will be maintained.

The electric and copper stocks were quite dull, with the exception of New York Transportation, which was fairly active and strong. It gained 1⅝ points net, closing for the week at 24 bid. The strength of the stock was attributed to buying by insiders.

INACTIVE STOCKS—LAST TRANSACTIONS NEW YORK STOCK EXCHANGE.

The following table gives the range of prices in 1899 for stocks in which there have been no dealings during the past week. Where no sale has occurred this year the last recorded transaction is given:

Closing Aug. 5. Bid.	Asked	STOCKS.	Amount Outstanding.	Last Dividend.	Range in 1899. Highest.		Lowest.		Last Sale.
190	..	**Albany & Susquehanna**	$3,500,000	July, 1899 3½	*206½	May 11	*206½	May 11	*206½ May 11, 1899
..	..	American Bank Note	.....	..	.....	.....	.....	.....	*43 Mar. 5, 1898
..	39	American District Telegraph	3,845,000	May 15, 1899 1	52½	Mar. 3	33	Jan. 3	36 July 1, 1899
22	30	American Spirits Mfg. pf	6,866,000	..	41⅛	Mar. 13	29	June 1	*27½ July 20, 1899
18	19	Ann Arbor	3,250,000	..	18	July 19	14	Apr. 20	18 July 19, 1899
40	41½	Ann Arbor pf	4,000,000	..	43½	May 23	36	May 8	40½ July 27, 1899
..	..	At. & Charlotte Air Line	1,700,000	Mar. 6, 1899 3	..	.....	..	.....	*121 Nov. 28, 1898
..	..	**Beech Creek**	5,665,000	July, 1899 1	..	.....	..	.....	100 Oct. 31, 1898
106½	..	Boston Air Line pf	1,426,000	July, 1899 2	..	.....	..	.....	106¾ Oct. 19, 1898
..	..	B'lyn Wharf & W. pf., Series B.	5,000,000	..	21	Feb. 15	21	Feb. 15	21 Feb. 15, 1899
32½	..	Buff., Roch. & Pittsburg	6,000,000	..	35	Jan. 3	30¼	Mar. 25	35 June 6, 1899
102	..	Bur., Cedar Rap. & Northern	5,500,000	Aug. 1, 1899 4	110	Jan. 31	100	Jan. 17	*110 May 22, 1899
94	96	**Capital Traction**	12,000,000	July 1, 1899 75c	*92	May 26	85	Feb. 20	*92 May 26, 1899
..	..	Central Coal & Coke	1,500,000	..	.....	.....	.....	.....	20⅜ Oct. 13, 1898
..	..	Chicago & Alton	18,764,000	Mar. 1, 1899 1¾	175½	Mar. 25	168	Jan. 11	171 April 5, 1899
..	..	Chicago & Alton pf	3,479,500	Mar. 1, 1899 1¾	*199	Feb. 10	*192	Jan. 30	*198½ Feb. 15, 1899
193	198	Chi. & Northwestern pf	22,396,000	July 6, 1899 1¾	200	June 27	188	Jan. 19	196 July 29, 1899
..	..	Chicago Stock Yards	6,500,000	July 1, 1899 4	..	.....	..	.....	102½ May 22, 1897
..	..	Chicago Stock Yards pf	6,500,000	July 1, 1899 1½	.....	.....	.....	.....	120 June 4, 1898
37¾	41	Cleve., Lor. & Wheeling pf	5,000,000	Oct., 1896 1¼	45	Apr. 26	37¼	June 23	37¼ June 23, 1899
186	190	Cleveland & Pittsburg	11,243,700	June 1, 1899 1¾	*188¼	June 28	184⅜	Mar. 6	*188¼ June 28, 1899
..	..	Colorado Midland	3,420,200	....	8¾	Jan. 7	7	Feb. 6	*5 July 27, 1899
..	..	Colorado Midland pf	4,954,800	....	22¾	Jan. 9	15½	July 14	17 July 28, 1899
..	..	Col. Coal & Iron Dev. pf	500,000	....	8½	Apr. 21	2	Apr. 14	*6 May 10, 1899
..	..	Col. & Hock. Coal & Iron pf	336,700	....	30	June 9	*10	Feb. 25	30 June 9, 1899
179	..	Commercial Cable	10,000,000	July 1, 1899 1¾	189	Jan. 26	189	Jan. 26	189 Jan. 26, 1899
50	56	Consolidation Coal	10,250,000	Feb., 1899 2	56	Mar. 23	52	Mar. 7	52½ May 1, 1899
105	120	**Des Moines & Ft. D. pf**	763,000	Aug. 1, 1899 7	110	June 13	80	Jan. 3	110 June 20, 1899
..	..	Detroit City Gas	4,313,000	....	85	May 12	63	Jan. 4	85 May 12, 1899
..	..	Dul., South Shore & Atlantic	12,000,000	....	5¾	Apr. 20	3	Apr. 14	4 June 26, 1899
400	..	**Eighth Avenue**	1,000,000	July, 1899 3¾	..	.....	..	.....	*362½ Oct. 3, 1898
95	98	Erie Tel. & Tel	5,000,000	May 15, 1899 1	99	July 5	*92¾	Jan. 14	97¼ July 15, 1899
82	85	Evans. & Terre Haute pf	1,284,000	Apr. 15, 1899 2	85	June 13	70	Jan. 7	*80 July 7, 1899
30	32	**Flint & Pere Marquette**	3,298,200	....	32¼	May 15	17	Jan. 4	29 July 27, 1899
57	60	Flint & Père Marquette pf	6,500,000	Feb. 15, 1899 1	65	May 19	43½	Jan. 3	58 July 26, 1899
..	..	**Gold & Stock Tel**	5,000,000	July, 1899 1½	.....	.....	.....	.....	*108½ Dec. 14, 1897
..	..	Green Bay & Western	2,500,000	Feb. 15, 1899 1½	*30	Mar. 23	*30	Mar. 23	*30 Mar. 23, 1899
..	..	**H. B. Claflin 1st pf**	2,600,300	Aug. 1, 1899 1¼	*101	June 6	*99½	Jan. 31	*101 June 6, 1899
..	..	H. B. Claflin 2d pf	2,570,600	Aug. 1, 1899 1¼	*100	Feb. 28	*100	Feb. 28	*100 Feb. 28, 1899
..	..	Harlem	8,638,650	July 1, 1899 2	*390	Mar. 14	*360	Jan. 25	*390 Apr. 12, 1899
..	..	Hawaiian Sugar	10,000,000	....	120½	May 2	57½	Jan. 3	*105 May 20, 1899
100	..	**Illinois Central** leased line	10,000,000	July, 1899 2	*103	July 13	*99¾	June 12	*102 July 24, 1899
10½	15	**Kanawha & Michigan**	9,000,000	....	15	Mar. 22	7¾	Jan. 13	*9½ July 27, 1899
*3½	5	Keokuk & Des Moines	26,000,000	....	5½	Feb. 1	3	May 9	3½ June 20, 1899
18	19	Keokuk & Des Moines pf	1,521,600	Apr. 15, 1899 ½	18	July 5	16	May 2	18 July 5, 1899
..	..	Keokuk & Western	4,500,000	Jan. 1, 1899 1	*32	Jan. 25	*30½	Jan. 16	*32 Jan. 25, 1899
201½	210	**Lake Shore & Mich. So**	49,466,500	July 28, 1899 3½	208	Jan. 24	196½	Jan. 5	201¾ June 30, 1899
11	22	**Manhattan Beach**	5,000,000	....	39	Apr. 25	5	Feb. 25	16 June 29, 1899
..	..	Maryland Coal pf	1,876,000	July 1, 1899 2½	60	Apr. 25	58	Apr. 24	60 Apr. 29, 1899
..	..	Mergenthaler Linotype	10,000,000	June 30, 1899 5	..	.....	..	.....	*152 May 31, 1899
..	..	**Nash., Chat. & St. L**	10,000,000	Nov. 1, 1898 1	.....	.....	.....	.....	*72½ Nov. 21, 1898
..	..	National Linseed Oil	1,000,000	....	9⅛	Jan. 14	3½	June 9	3½ June 9, 1899
5	6	National Starch Mfg	5,000,000	....	8⅞	May 3	4½	Mar. 17	*5½ May 9, 1899
50	60	National Starch 1st pf	3,000,000	May 1, 1898 2	50	Mar. 18	43	April 20	43 Apr. 20, 1899
10	20	Nat. Starch Mfg. 2d pf	2,500,000	Jan., 1896 6	23	Feb. 9	13	Mar. 17	*15 Apr. 4, 1899
36	40	New Central Coal	1,000,000	Apr. 3, 1899 2	42	Jan. 25	37¼	Apr. 24	*37 May 11, 1899
..	..	N. Y., Lack. & Western	10,000,000	July 1, 1899 1¼	133	June 7	129½	Jan. 27	*131 July 27, 1899
..	..	New York Mutual Gas	3,500,000	July 10, 1899 3	.....	.....	.....	.....	*350 Nov. 16, 1897
13	14	N. Y., Chi. & St. Louis	14,000,000	....	19¾	Jan. 23	12	June 29	13 July 18, 1899
65	75	N. Y., Chi. & St. Louis 1st pf	5,000,000	Mar., 1898 2	79	Jan. 23	65	Mar. 7	68 June 29, 1899
..	..	New Jersey & New York Tel	5,000,000	July 15, 1899 1½	.....	.....	.....	.....	*124 Jan. 28, 1897
69	..	Norfolk & Southern	2,000,000	July 10, 1899 1	70½	June 2	70	May 15	70½ June 2, 1899
..	..	**Omaha & St. Louis**	621,900	....	*5	May 26	*5	May 26	*5 June 26, 1899
41	47	Oregon R. R. & Navigation	24,000,000	July 2, 1898 1	52	Jan. 23	33	June 2	*40 July 22, 1899
84	90	**Pacific Coast 1st pf**	1,515,500	Apr. 17, 1899 2½	90	Feb. 20	84½	Apr. 18	*83 July 18, 1899
58½	60	Pacific Coast 2d pf	3,914,400	Apr. 17, 1899 2	67¾	Feb. 21	58½	July 5	*60 July 28, 1899
..	..	Panama	7,000,000	Jan. 3, 1896 2	.....	.....	.....	.....	*95 Sep. 22, 1897
..	..	Park Steel Co. pf	5,000,000	June 1, 1899 1¾	*110	June 26	*110	June 26	*110 June 26, 1899
375	..	Pennsylvania Coal	5,000,000	Aug. 1, 1899 4	*375	June 17	*362	Feb. 16	*375 June 17, 1899
4	5	Peoria & Eastern	10,000,000	....	7	Jan. 10	4	May 27	4 June 19, 1899
..	..	P. Lorillard pf	2,000,000	July 1, 1899 2	121	Jan. 16	*117	May 16	*117 May 16, 1899
186	190	Pitts., Ft. W. & Chicago	19,714,200	July 1, 1899 1¾	*188¼	June 9	180	Jan. 10	*188¼ June 9, 1899
..	..	Pitts., McKeesport & Yough	4,000,000	July, 1899 3	*137	Mar. 3	*137	Mar. 3	*137 Mar. 3, 1899
2	2½	**Quicksilver**	5,708,700	....	4	Apr. 13	2¼	June 14	2¼ June 14, 1899
8½	10	Quicksilver pf	4,291,300	May 15, 1899 ½	14	Apr. 13	8	Jan. 7	*11½ July 26, 1899
191	..	**Rens. & Saratoga**	10,000,000	July 1, 1899 4	*194	May 11	*187	Feb. 14	*193 June 28, 1899
30	38	Rio Grande Western	10,000,000	Sep. 30, 1898 2	43½	Feb. 3	25½	Jan. 4	*36 May 3, 1899
78	80	Rio Grande Western pf	6,500,000	Aug. 1, 1899 1¼	80	June 8	66	Jan. 3	79 July 24, 1899
130	..	Rome, Watertown & Ogdens	10,000,000	May 15, 1899 1¼	130½	Jan. 26	129¾	Mar. 1	*131¼ June 5, 1899
170	185	**St. Paul & Omaha pf**	12,646,800	Feb. 20, 1899 3½	182	June 29	170	Jan. 16	182 June 29, 1899
60½	61	Silver Bullion certificates	.....	....	65	Apr. 28	60	Apr. 21	60¼ June 29, 1899
200	..	Sixth Avenue	2,000,000	July 1, 1899 3½	*200	Mar. 2	*200	Mar. 2	*200 Mar. 10, 1899
..	..	Standard Dis. & Dis	16,000,000	....	25½	Jan. 14	12½	June 2	*13 July 20, 1899
..	..	Stand. Dis. & Dis. pf	8,000,000	July 10, 1899 1¾	82½	Jan. 10	57½	June 28	61 July 12, 1899
..	..	Standard Gas	5,000,000	June 30, 1899 1	..	.....	..	.....	*147 Jan. 22, 1898
..	..	Standard Gas pf	3,721,100	June 30, 1899 3	..	.....	..	.....	*144½ Jan. 24, 1898
..	..	Southern & Atlantic Tel	559,525	July, 1899 2½	..	.....	..	.....	100 Feb. 17, 1898
..	..	**Texas Central**	2,649,400	....	..	.....	..	.....	10 July 13, 1897
..	..	Texas Central pf	1,324,500	Jan. 16, 1899 4	.....	.....	.....	.....	*40½ Feb. 5, 1897
12	14	Texas Pacific Land Trust	10,370,000	....	15½	Jan. 17	11¼	June 19	12 July 27, 1899
..	20	Toledo & Ohio Central	6,500,000	Nov. 15, 1893 1	25	Jan. 25	20	Jan. 21	20 Apr. 4, 1899
..	40	Toledo & Ohio Central pf	3,705,000	July 25, 1896 1¼	42	Mar. 22	33	Jan. 25	42 Apr. 3, 1899
..	..	Twin City R. T. pf	2,692,200	July 1, 1899 1¾	141	Feb. 24	117½	Jan. 6	*138 July 24, 1899
..	..	**Union Ferry**	3,000,000	July 1, 1899 ½	..	.....	..	.....	64 July 13, 1897
..	..	United N. J. R. R. & Canal	21,240,400	July 10, 1899 2½	..	.....	..	.....	*215½ Mar. 15, 1897
..	..	Utica & Black River	2,223,000	June 1, 1899 3½	..	.....	..	.....	165 Oct. 20, 1897
..	..	**Warren Railroad**	1,800,000	July, 1899 3½	..	.....	..	.....	*174 Nov. 11, 1898
..	..	West Chicago Street	13,189,000	May 15, 1899 1½	..	.....	..	.....	94½ Dec. 27, 1898
..	..	Western Union Beef	13,600,000	Nov. 23, 1897 2	..	.....	..	.....	3 Apr. 18, 1898
..	..	Westinghouse Elec. & Mfg	8,813,098	....	.....	.....	.....	.....	*88 Sep. 23, 1898
..	..	Western Gas	4,000,000	July 20, 1899 3	98¼	Jan. 24	93½	Mar. 6	*98 Mar. 15, 1899
..	..	Wisconsin Central 2d in. paid	8,967,900	....	8¼	June 27	8¼	June 27	8¼ June 27, 1899
..	..	Wisconsin Central pf., t. r	2,549,260	....	5	Mar. 15	1⅝	May 26	3 June 14, 1899

*Sales of less than 100 shares.

The Lumber Trade.

Throughout the country the lumber trade is reported in a highly prosperous condition. Prices in Chicago in a wholesale way are from 50 cents to $1 per 1,000 higher than a week ago. At other distributive centres even greater advances have been made. Discussing lumber trade conditions, The Chicago Tribune says:

"It is not at all difficult to discover the reason why prices are going up. Statements are frequently heard to the effect that the high cost of building material, labor, &c., is interfering seriously with building operations throughout the country, but nevertheless the demand indicates that there is more building being done this season than has been the case for a number of years. The manufacturers and wholesalers are all loaded up with orders, most of them having a sufficient number booked to keep them busy for thirty to sixty days, if not another order was taken during that time. This is true in practically every line of the lumber business. Such a condition alone might not be sufficient to force a general advance in prices during July, but on top of the good demand there is a shortage of stocks all over the country. Stumpage has advanced in all sections, and there has also been a material increase in the cost of manufacture, owing to higher wages and the greater cost of repairs and supplies about the mill. It is owing to these conditions that manufacturers are forced to advance their prices, and even at that they are not getting much benefit out of the advance. And the wholesaler is not much better off. Prices at the mills have been advancing so rapidly that he has not been able to keep selling prices above the point where he could replace the stock sold and leave any margin for profit in the transaction. The retailer is in about the same situation. His prices to the consumer have not advanced as rapidly as have prices at wholesale. However, none of these seems disposed to complain greatly over existing conditions, even though they are not altogether ideal."

THE MANCHESTER MARKET.

MANCHESTER, Aug. 6.—There is nothing new to report regarding the market here. The previous conditions of quietness and strength were maintained throughout last week, and bid fair to continue in both yarns and cloths, with full books in the latter until the end of the year. Prices show no alteration, and much business has been turned down on low limits.

Advices from Rouen show no change there, the market continuing firm and active. At Mulhouse conditions are quiet, and at Gladbach they continue unsatisfactory.

THE BULLION MARKET.

The following is a comparison of the average of bullion in the principal European banks last week and at the corresponding date a year ago. The figures are received weekly by cable by The Commercial and Financial Chronicle:

	Gold.	Silver.
BANK OF ENGLAND.		
Aug. 3, 1899	£33,214,474	.....
Aug. 4, 1898	34,479,098	.....
BANK OF FRANCE.		
Aug. 3, 1899	76,785,800	£48,219,828
Aug. 4, 1898	75,163,552	49,693,548
BANK OF GERMANY.		
Aug. 3, 1899	27,568,000	14,201,000
Aug. 4, 1898	28,104,000	14,477,000
RUSSIA.		
Aug. 3, 1899	94,696,000	5,384,000
Aug. 4, 1898	110,229,000	4,385,000
AUSTRIA-HUNGARY.		
Aug. 3, 1899	36,528,000	12,743,000
Aug. 4, 1898	34,976,000	12,631,000
SPAIN.		
Aug. 3, 1899	12,960,000	13,717,000
Aug. 4, 1898	10,282,000	5,566,000
ITALY.		
Aug. 3, 1899	15,622,000	1,825,000
Aug. 4, 1898	14,783,000	1,899,000
NETHERLANDS.		
Aug. 3, 1899	2,744,000	6,095,000
Aug. 4, 1898	4,228,000	6,920,000
BELGIUM.		
Aug. 3, 1899	3,925,000	1,463,000
Aug. 4, 1898	2,897,000	1,448,000
Total for the week	£203,643,274	£103,647,828
Total preceding week	203,156,490	104,305,943
Corresponding date last year	215,141,630	96,958,548

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DIVIDENDS.

Company and Period.	Amt.	Payable.	Books Close.	Books Open.
STEAM RAILROAD STOCKS.				
Boston & Maine pf.	3	Sept. 1	Aug. 16	Aug. 21
Buffalo, Roch. & Pittsburg pf.	1	Aug. 15	.....	.....
Chi., St. P., Minn. & Omaha pf.	3½	Aug. 21	.....	.....
Cin., Ham. & Day. new pf. (quarter).	1¼	Aug. 8	July 28	Aug. 9
Hartford & Conn. Western.	1	Aug. 31	Aug. 20	Sept. 1
Illinois Central.	2½	Sept. 1	Aug. 1	Aug. 22
Louisville & Nashville.	1½	Aug. 10	July 27	Aug. 10
Louisville & Nashville (extra).	½	Aug. 10	July 27	Aug. 10
Norfolk & Western pf.	2	Aug. 24	Aug. 14	Aug. 24
Northern Pacific pf. (quarter).	1	Sept. 5	Aug. 10	Aug. 21
Rome, Water. & Og. (quarter).	1¼	Aug. 15	.....	.....
STREET RAILWAY STOCKS.				
Boston Elevated.	3	Aug. 15	.....	.....
Twin City Rap. Tran. Com.	1	Aug. 15	Aug. 11	Aug. 16
South Side El., Chicago.	1	Sept. 1	Aug. 20	Sept. 1
BANK STOCKS.				
Bank of the Manhattan Company.	4	Aug. 10	July 27	Aug. 10
MISCELLANEOUS COMPANIES.				
Bethlehem Steel.	50c	Sept. 1	.....	.....
Cambria Steel.	60c	Aug. 15	.....	.....
Compania Metallurgica Mexicana pf. (semi-annual).	4	Sept. 15	Aug. 1	Sept. 16
Consolidated Car Heating Co.	1½	Aug. 15	July 31	Aug. 16
Consolidated Car Heat. Co. (extra).	1	Aug. 15	July 31	Aug. 16
Consolidated Ice common.	1	Aug. 15	Aug. 3	Aug. 16
Diamond Match (quarter).	2½	Sept. 12	Sept. 3	Sept. 13
Erie Tel. & Tel. (quarter).	1	Aug. 14	Aug. 5	Aug. 14
Glucose Sugar Ref. (quarter).	1½	Sept. 1	Aug. 16	Sept. 1
Glucose Sugar Ref. pf. (quarter).	1¾	Sept. 1	Aug. 16	Sept. 1
Jefferson & Clearfield Coal pf.	2½	Aug. 15	Aug. 4	Aug. 16
New England Tel. & Tel. (quarter).	1½	Aug. 15	July 31	Aug. 15
Omaha Water 1st pf.	2½	Aug. 10	.....	.....
Omaha Water 2d pf.	1	Aug. 10	.....	.....
Pennsylvania Natural Gas (quarter).	⅝	Aug. 10	Aug. 2	Aug. 11
People's G. L. & C. of Chi. (quarter).	1½	Aug. 25	Aug. 15	Aug. 26
Procter & Gamble common.	6	Aug. 15	Aug. 1	Aug. 16
Pullman's Palace Car (quarter).	1½	Aug. 15	Aug. 1	Aug. 16
Quincy Mining.	$6	Aug. 15	July 20	Aug. 1
St. Paul Gas Light (quarter).	1	Aug. 15	Aug. 5	Aug. 16
Standard Con. Mining.	10c	Aug. 24	Aug. 10	Aug. 24
Standard Oil, N. J. (quarter).	5	Sept. 18	Aug. 16	Sept. 19
Torrington Co., Class B.	8	Sept. 1	.....	.....
U. S. Envelope pf. (quarter).	1¾	Sept. 1	Aug. 15	Sept. 2
Warwick Iron & Steel (quarter).	2	Aug. 10	Aug. 1	Aug. 11

*Stock.

MEETINGS.

	Books Close.	Books Open.	Date.	Nature.
Chicago & Alton.	.....	.....	Sept. 7	Special
Chicago, Mil. & St. Paul.	.....	.....	Oct. 5	Special
Little Chief Mining.	.....	.....	Aug. 14	Special
New York Air Brake Co.	July 31	Aug. 17	Aug. 16	Special
Toledo & Ohio Central.	Aug. 4	Sept. 5	Sept. 4	Annual

BANK STATEMENT.

The weekly statement of the New York City Associated Banks, issued Saturday, shows a decrease in the reserve of $2,700,525. The banks now hold $8,110,600 more than the legal requirement. The changes in the averages show a decrease in the loans of $6,428,600, a decrease in specie of $3,837,600, a decrease in legal tenders of $1,922,800, a decrease in deposits of $12,239,500, and an increase in circulation of $180,000.

The following is a comparison of the averages of the New York banks for the last two weeks and the corresponding date last year:

	Aug. 5, '09.	July 29, '09.	Aug. 6, '08.
Loans	$753,080,500	$759,509,100	$649,499,800
Specie	165,574,800	169,412,400	168,988,000
Legal tenders.	55,011,600	56,934,400	60,167,900
Net deposits.	849,903,200	862,142,700	757,051,600
Circulation.	13,755,800	13,575,800	14,273,800

The following shows the amount of reserve held above the legal requirements:

	Aug. 5, '09.	July 29, '09.	Aug. 6, '08.
Specie	$165,574,800	$169,412,400	$168,988,000
Legal tenders.	55,011,600	56,934,400	60,167,900
Total reserve	$220,586,400	$226,346,800	$229,155,900
Reserve required ag'st deposits	212,475,800	215,535,675	189,262,900
Excess of reserve above legal req'rements	$8,110,600	$10,811,125	$39,893,000

The following table shows the amount of surplus reserve held by the New York Clearing House banks at the end of each week in the present year and the corresponding week in 1898 and 1897:

	1909.	1898.	1897.
Jan. 7.	$23,880,375	$22,264,575	$43,931,450
Jan. 14.	28,263,075	25,968,775	52,172,525
Jan. 21.	34,693,675	31,275,200	57,067,800
Jan 28.	39,232,025	35,609,450	59,148,250
Feb. 4.	37,452,675	34,781,625	54,540,050
Feb. 11.	35,511,875	32,437,050	51,658,225
Feb. 18.	34,373,825	25,688,450	55,605,850
Feb. 25.	30,334,900	27,350,325	57,520,975
March 4.	24,578,125	26,823,500	55,556,925
March 11.	23,203,000	22,721,425	52,863,550
March 18.	19,072,175	28,060,100	48,108,975
March 25.	18,537,425	33,851,475	48,895,750
April 1.	15,494,850	35,720,800	47,666,575
April 8.	15,018,825	35,720,800	47,666,575
April 15.	19,471,525	37,346,075	46,966,900
April 22.	24,175,900	43,525,100	49,257,900
April 29.	26,524,675	44,504,675	48,917,627
May 6.	19,351,950	43,916,475	44,055,975
May 13.	27,137,625	46,997,225	44,490,500
May 20.	34,631,525	50,715,250	45,998,950
May 27.	43,933,725	53,704,600	46,616,400
June 3.	42,710,600	52,249,700	45,320,825
June 10.	39,323,100	53,841,100	47,601,475
June 17.	39,003,200	59,272,800	48,390,950
June 24.	25,697,800	62,206,250	49,239,150
July 1.	14,274,550	62,013,550	41,384,875
July 8.	5,062,475*	53,345,300	41,361,375
July 15.	10,698,750	49,365,825	46,036,900
July 22.	12,055,600	43,012,000	47,361,575
July 29.	10,811,125	41,904,475	45,720,350
August 5.	8,110,600	39,893,000	41,002,125

The following shows the surplus reserve at this time for a series of years:

1900.	$8,110,600	1894.	$69,053,700
1898.	39,893,000	1893.	*1,401,800
1897.	41,002,125	1892.	18,758,425
1896.	13,815,575	1891.	18,420,850
1895.	41,950,675	1890.	1,286,000

*Deficit.

CLEARING HOUSE COMPARISONS.

	Exchanges.	Balances.
Aug. 5	$1,029,860,475	$54,447,146
July 29	875,946,085	57,845,059
July 22	980,471,913	55,532,502
July 15.	1,196,806,402	63,665,319
*July 8.	1,026,944,953	64,469,370
July 1.	1,165,838,116	66,853,468
June 24.	945,738,533	52,452,896
June 17.	1,137,462,946	66,904,470
June 10.	1,039,203,504	56,814,127
*June 3.	954,342,888	56,274,997
May 27.	1,231,015,611	69,939,059
May 20.	1,245,292,959	69,891,513
May 13.	1,394,833,511	77,221,284
May 6.	1,439,472,965	72,052,491
April 29.	1,201,119,369	67,732,655
April 22.	1,302,919,610	77,752,588
April 15.	1,424,346,265	82,334,464
April 8.	1,553,060,641	77,373,938
April 1.	1,293,839,167	60,915,694
March 25.	1,247,937,065	74,448,286
March 18.	1,246,322,759	67,781,545
March 11.	1,201,879,387	76,573,526
March 4.	1,392,090,599	74,090,201
*Feb. 25.	1,173,231,495	50,387,272
*Feb. 18.	905,777,922	50,387,272
Feb. 11.	1,133,485,998	54,866,284
Feb. 4.	1,328,431,208	70,245,718
Jan. 28.	1,494,429,885	67,281,634
Jan. 21.	1,409,245,846	80,172,687
Jan. 14.	1,251,904,989	72,624,846
Jan. 7.	1,160,345,613	65,442,570
Dec. 24.	1,022,436,989	48,476,273
Dec. 17.	1,119,883,255	50,824,952
Dec. 10.	954,918,136	54,514,911
Dec. 3.	1,001,188,114	51,224,114
*Nov. 26.	835,664,457	39,902,287
Nov. 19.	1,095,708,461	49,312,197
*Nov. 12.	847,498,507	46,118,724
Nov. 5.	870,393,371	49,345,459
Oct. 29.	791,118,985	46,483,441
Oct. 22.	793,330,565	50,873,324
Oct. 15.	819,890,109	56,955,370
Oct. 8.	889,055,649	49,631,052
Oct. 1.	774,094,931	41,009,268
Sept. 24.	814,737,560	50,621,265
Sept. 17.	851,162,633	48,805,691
*Sept. 10.	670,077,848	38,806,901
Sept. 3.	838,054,779	45,586,208
Aug. 27.	762,047,004	40,032,328
Aug. 20.	843,316,542	44,082,593
Aug. 6.	741,158,272	56,354,966

*Five days.

MONEY AND EXCHANGE.

Money on call during the week loaned at 3@4 per cent., closing on Saturday at 3½ per cent.

Time money, 4 per cent. for sixty days to four months, and 4@4½ per cent. for ninety days to six months. Commercial paper rates, 4@4¼ per cent. for sixty to ninety days' indorsements, 4¼@4¾ per cent. for choice single names, and 5@6 per cent. for others.

The Bank of England gained £37,531 bullion during the week, and the proportion of reserve to liabilities, which in the previous week was 44.29, became 43.89 per cent. The rate of discount was unchanged at 3½ per cent. The Bank of France gained 5,375,000f gold and lost 2,225,000f in silver.

Foreign exchange market weak. Posted rates were $4.83½ for sixty days and $4.87 for demand. Actual rates were $4.82⅝@$4.82⅛ for sixty-day bills, $4.86 for demand, $4.86¾ for cable transfers, and $4.82@$4.83 for commercial.

In Continental, Paris francs were quoted at 5.21⅞ for long and 5.18¾, less 1-16, for short; reichsmarks at 94 3-16@94¼ and 94 13-16@94⅝, and guilders at 39⅛ and 40 1-16.

New York exchange was quoted as follows: Chicago—30c discount. Boston—5c premium. San Francisco—Sight, 10c premium; telegraphic, 12½c premium. New Orleans—Commercial, 50c discount; bank, 50c premium. Savannah—Buying, 1-16c discount; selling, 75c per $1,000 premium. Charleston—Buying, par; selling, ⅛c premium. Cincinnati—Between banks, par@60c discount; over counter, 50c premium. St. Louis—25c discount.

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